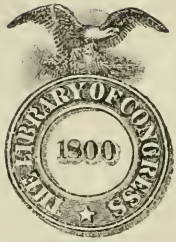
WHY IT WAS DONE AND HOW



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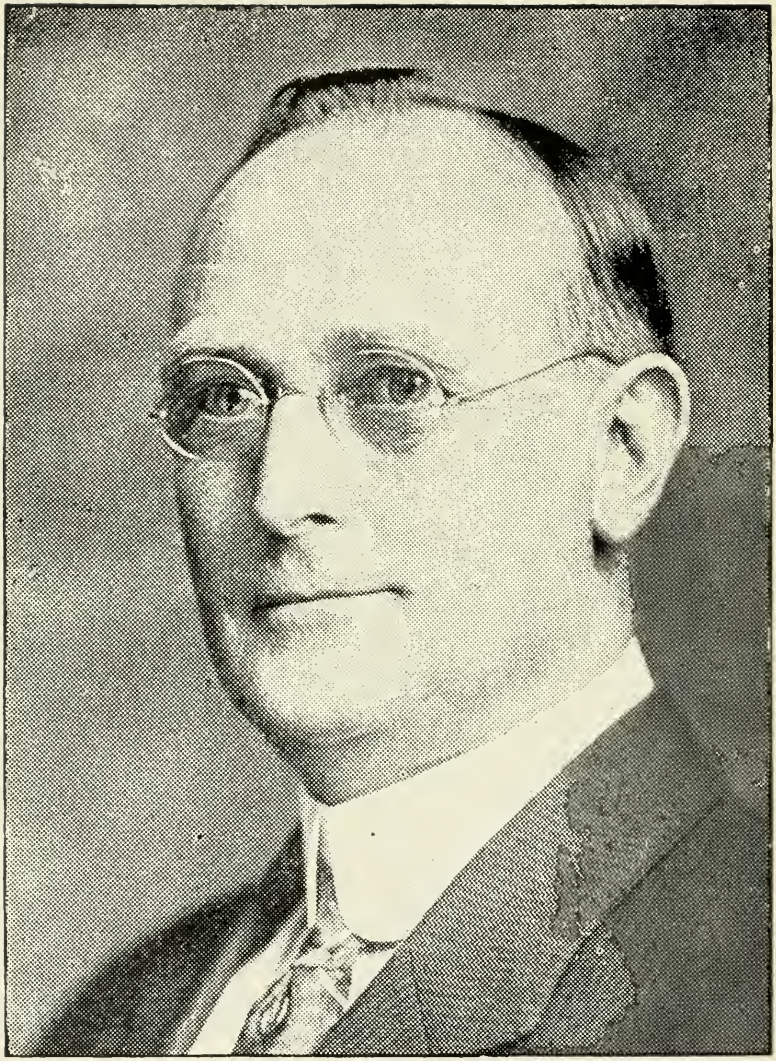

William Kettner.

WHY IT WAS DONE AND HOW

BY

WILLIAM KETTNER

COMPILED BY
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Private Secretary

San Diego, California
Frye & Smith
1923

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Dedicated

TO MY GOOD WIFE

Marion M. Kettner

PREFACE

For the past four months I have been suffering with a severe attack of rheumatism, my left limb being twice its normal size, and the pain it caused seemed exceptionally severe at nights, which made sleep out of the question. After trying different springs and sanitariums I decided to return to my old home in Julian where I had lived some thirty-eight years ago, and actually go to work to see if physical exercise could not rid me of it.

Here in this beautiful site, nearly a mile high, surrounded by pines, I am building a week-end shack which I hope to enjoy with my friends. In the day-time I have really labored with the men, not as their boss, but as their associate, and outfitted with carpenter's coveralls and hammer, my health has become so much better that I expect shortly to return to my office.

On first arriving here my nights were all too long. As stated, the rheumatism would not permit me to sleep, and in looking for something to do to pass the hours of darkness it occurred to me that this might be an opportune time to put in writing some of the events which had transpired during my eight years in Congress. I had just finished reading the memoirs of a personal friend of mine, and, as one soon forgets and is soon forgotten in the every-day walks of life, this record may be the means of fixing in my own memory and of advising others interested, as to how certain things have been accomplished. A habit of years has been never to make a statement without corroborating it by facts or figures,

strengthening my position as taken. In this instance I have had recourse to newspapers, personal letters, and government documents to confirm my narration.

My years in Congress were during a period when eventful world history was being made, and contact and co-operation with the great men of the emergency, especially our beloved President Woodrow Wilson, was a real privilege, although it entailed much worry, responsibility and hard work.

Many of the more important letters which I appreciated highly have been so securely put away that I have been unable to find them, hence many communications which it would give me pleasure to reproduce in these pages are missing. The reader must remember that I have moved from Washington to San Diego and twice in San Diego, and the old adage that "three moves is equal to a fire" holds true in my case.

It gives me happiness to dedicate this sketch to my good wife, as she has been so thoroughly a part of all my Congressional activities and a constant inspiration to me.

Woodrow Wilson

WHY IT WAS DONE AND HOW

It was May, 1912. Sylvester C. Smith, of Bakersfield, for a number of years had been the Representative of the Eleventh Congressional District of California, in the United States Congress. He was very ill and not expected to live. Dissension had arisen in the Republican party, which had divided it into what was known as the Standpatters and the Progressives.

The Directors of the Chamber of Commerce of San Diego reached the conclusion that the city of San Diego was not receiving the recognition from the Congress to which it was entitled, and although every one admitted Sylvester C. Smith was as fine a man as could be selected in California, there was a general feeling that the next Representative should come from San Diego. This attitude resulted in Mr. Lewis R. Kirby, of San Diego, entering the race for nomination by the Republican party, and he was classed as a Standpatter. Mr. Samuel C. Evans, of Riverside, known as a Progressive, was also seeking the Republican nomination.

About two months before the primaries, at a director's meeting of the Chamber of Commerce of San Diego, of which organization I was a director, I expressed my opinion to the effect that Mr. Evans of Riverside would defeat Mr. Kirby for the nomination. After several remarks I was politely informed (if my memory serves me rightly, by Mr. John Forward, Jr.) that my contention was wrong. However, a week later, at a director's meeting, I was asked by several members of the Board to seek the Democratic nomination.

After some discussion by the members I concluded that my candidacy would be but a perfunctory one. In other words, if Mr. Kirby were nominated I should be forgotten; if Mr. Evans were nominated, I

understood from the remarks of my friends, the Stand-patters would get behind me. I studied the question some few days and decided, after talking it over with my partner, Mr. Frank A. Salmons, that it could do me no harm, but did not finally determine to enter the race. Later, when the fever of politics was overtaking me, I wired my partner, who had gone as a delegate to the Democratic National Convention in Baltimore, that my friends had about talked me into entering the race. He wired back immediately for me to get into the race by all means.

The primary election in August resulted as I had predicted, and Mr. Evans of Riverside defeated Mr. Kirby. When the news came out in the papers that I was going to run, I must admit that I was astonished at the statements made to me, for it seemed that all of the Republicans whom I knew and some whom I did not know had been waiting for years for me to run for Congress, although some of my very good friends while voting for me were betting against me. Of course, it was the idea of having a San Diego man in the race, as well as the bitterness of the Republicans against the Progressive wing, rather than any special feeling for me, that resulted in my success at the polls.

After my nomination, the directors and members of the Chamber of Commerce of San Diego, almost as a body, left the ordinary business of building up the city and entered into politics.

The president, Mr. Frank C. Spalding, and Mr. Rufus Choate, the secretary, actually took the stump and openly electioneered for me, although they were both strong Republicans. Mr. George Burnham, a director, claims that he made his first political speech in my behalf.

Thus was "thrust upon me" this distinction of serving in the Congress of the United States the republic that has endured longer than any other in the history of the world, and the greatest republic in the world today.

The entire eight years were full of study in an effort to get the truth on national matters of great import, too often presented to members of Congress from one side only. The first four years is remembered by its constructive legislation passed in the shortest possible time, such as a tariff law, rural credits law, the federal reserve law, the income tax law, good roads law, election of Senators by direct vote, war risk insurance, important labor legislation, including Clayton anti-trust law, eight-hour day, child labor law, safety of railroad employees, and pension laws, including the Sherwood pension law, Indian pensions and Spanish War widow's pensions. The last four years, with its declaration of war and subsequent war legislation, heaped upon us much work and worry, the details of which we have been glad to forget as much as is possible. Incidents of these larger national matters I am passing by, confining myself to stories of work that intimately concerns my district of seven counties: San Diego, Imperial, Riverside, Orange, San Bernardino, Inyo, and Mono, although I consider all naval work done in San Diego as of great national importance. This district is as interesting as any represented in Congress, in that it covers an area equal to that of the state of Ohio and deals with every Bureau of every Department in Washington.

"The Travelers Insurance Company
Hartford, Connecticut.

Life & Accident Department,
Irwin J. Muma, Manager.

Chicago, Ill., Nov. 13, 1912.

Hon. William Kettner, Congressman-Elect,
San Diego, Calif.

My dear Bill:

I waited and waited, and then waited some more to get the good news of your election. All the figures that were printed in the Chicago paper showed that the 11th District had been carried by the 'Progressives', until on last Saturday, the Chicago Post finally printed the good news, as a dispatch from San Francisco. I sent you a night wire, which I hope you received Sunday morning, at your breakfast table.

In view of the strong Republican sentiment in the 11th District, it is a very great honor to have been elected over such a strong representative of the Progressive Party. That eight thousand majority in San Diego ought to relieve all doubt in your mind that San Diego is with you almost unanimously.

Again congratulating you, and predicting that you will represent your District in Congress with honor and distinction, both to your constituents and yourself, I am, with warm regards,

Yours sincerely,

JERRY."

Harbor Appropriations

I was soon to learn that the life of a Representative, especially from San Diego, was all work and no play. A few days after I was elected, the City Council asked Mr. Rufus Choate and me to proceed to Washington immediately and present the needs of San Diego harbor to the Board of Engineers, to the end that it might recommend some very badly needed dredging.

I might add Mr. Choate, as secretary of the Chamber of Commerce, was one of the best posted men on that subject in San Diego. His enthusiasm for the improvement of San Diego Bay has never slackened, for he is still devoting his time and attention to that great subject.

We hastened to Washington, presented the case to the Board of Engineers, and urged our needs. The members of the Board informed us that favorable action would be taken.

We returned to San Diego and made our report to the Common Council. I was told by Mr. D. K. Adams, a member of the Council, that it was pleasing news to hear that the U. S. engineers would report favorably, but what was wanted was an appropriation. I was asked to go right back to Washington and give my attention to this matter.

I returned to Washington, as requested, and found that the third session of the 62nd Congress had convened. This was very helpful in complying with the request of my people. Though the report of the Board of Engineers had not come through the Government Print-

ing Office, I managed to secure what is known as a printer's proof. With that copy Senator John D. Works, of California, presented our claim to the Senate, but the Senate Commerce Committee did not approve the project, stating that the facts submitted were not sufficient to warrant an appropriation. Senator Works and I held a conference and he urged me to obtain, if possible, from the Secretary of the Navy, or some one in charge of the proper Bureau, a statement that naval vessels could not enter the port of San Diego.

I called on the Admiral of the Navy, George Dewey, at that time also President of the General Board, who listened to our troubles but declined to give me a letter, which fact I reported to Senator Works. He insisted that it was absolutely necessary that I secure a letter from the Secretary of the Navy, or Admiral Dewey, with which to convince the Senate Committee. I again called on Admiral Dewey, but with the same result. When I informed Senator Works of this defeat he urged me to see the Secretary of the Navy. This was on Saturday. I spent the evening at the Army and Navy Club, where I had the pleasure of again meeting Commander Henry J. Ziegemeier, Commander Walter S. Crosley, and Lt. Com. Arthur MacArthur, who were attached to the General Board of the Navy Department, and whom I had met while calling on Admiral Dewey. After considerable joking they urged me to go back and see the Admiral, though I felt they might be trying to have more amusement at my expense. However, Lieut. Ziegemeier, now an Admiral in the Navy, seemed so sincere in his suggestion that I call on Admiral Dewey again, that, pondering over the matter during the night, I reached the conclusion that they must have overheard something in our favor.

Monday morning bright and early I called on Admiral Dewey, with the result that he gave me the following letter:

(Page 13—Improvement of certain Rivers and Harbors 1873-1916)

"December 19, 1912.

From: President General Board,
To: Secretary of the Navy.
Subject: Improvement of San Diego Harbor.

1. Returned.

2. The geographical situation of San Diego, 450 miles south of San Francisco, close to the Mexican border, and the nearest United States port to Panama on the Pacific coast, points to its being a frequent port of call for the Navy as well as for commercial vessels when the canal is in operation. The Navy now has a coaling wharf at San Diego, and the harbor is used as a base for a part of the drills of the Pacific Torpedo Flotilla; the capital ships of the Pacific Fleet are at this date engaged in target practice in the immediate vicinity. The General Board believes it probable that the naval use of this port will increase in the future rather than the reverse. There is room in the inner harbor for at least 16 capital ships in quiet, perfectly protected water, and there is now a limited coast defense.

3. For all the reasons outlined above it is desirable that a depth of 35 feet over the middle ground and 40 feet over the bar be provided to permit the entrance at all times to the inner harbor of capital ships of the Navy, which will probably draw as much as 32 feet in the next designs. The channel opposite the naval coaling wharf should be widened and straightened to permit an easy turn of vessels of great length and draft. The General Board therefore recommends the survey mentioned in paragraph 2 of the letter of the Chief of Engineers. The limits of the desired channel are shown on the accompanying blue print.

4. In its letter, No. 404, of March 18, 1909, the General Board adheres to its 'opinion, heretofore expressed, that it is not good policy, economical, or desirable, from a naval standpoint, to establish a naval station on the coast of California south of San Francisco.' The expressions above regarding the desirability of having the inner harbor of San Diego available for capital ships of the Navy are not to be taken as a reversal of opinion in this respect.

(Signed) GEORGE DEWEY.

Navy Department,
December 19, 1912.
Approved."

Although this letter does not concede much to San Diego or show an opinion that there was any need for more naval work south of San Francisco it served its purpose.

I delivered the original to the Secretary of the Navy, and took a copy to Senator Works. With this evidence Senator Works easily convinced the Commerce Committee of the Senate of the merits of this item, and the

House bill was amended by adding an appropriation of $249,000 for San Diego. I took this up with Mr. Joseph Eugene Ransdale of Louisiana, afterwards U. S. Senator, who was then a leader in the House and a member of the Rivers and Harbors Committee, and one of the conferees. Mr. Stephen M. Sparkman of Florida, Mr. Benjamin G. Humphreys of Mississippi, and Mr. William E. Humphrey of Washington, also conferees of the House, assured me that if the Engineers' report showed the necessity they would agree to the Senate amendment in the conference, which they did, and San Diego received a long delayed appropriation to deepen the channel crossing the bar into our bay.

Below is a copy of a letter from Representative Sparkman, which shows that I won the friendship of that gentleman on the occasion of my fight for our harbor appropriation, although I had not been sworn in as a member of the House of Representatives.

"Committee on Rivers and Harbors
House of Representatives

Washington, D. C.
March 5, 1913.

Hon. William Kettner,
House of Representatives, U. S.

My dear Mr. Kettner:

Recalling your solicitude for the amendment placed in the River and Harbor Bill by the Senate, adopting the project for the improvement of San Diego Harbor, California, as embraced in House Document No. 1309, 62nd Congress, 3rd Session, I beg to say that the conferees finally agreed upon the plan as therein outlined, contemplating a depth of 35 feet on the bar and 32 feet across the middle ground at a cost of $208,786, with $19,298 annually for maintenance. Estimates were submitted by the Engineers for a bar channel 40 feet deep and middle ground channel 35 feet deep within certain limits mentioned at a cost of $388,637, but this greater depth was for the Navy. The Chief of Engineers reported that the needs of commerce would be fully met by the adoption of the first mentioned project costing $208,786, and as the river and harbor bills only adopt and appropriate for projects in the interest of commerce, the House Conferees finally acquiesced. It is proper to add that all improvements purely for naval purposes are cared for by the Naval Affairs Committee of the House of Representatives, the Rivers and Harbors Committee never appropriating for such purposes. The estimates made by the Engineers in their report for so much of the work as

was eliminated by the conferees from the river and harbor bill were no doubt furnished for the use of the Naval Committee whenever it should have under consideration the extension and deepening of the channel for naval purposes. I may add further that the Rivers and Harbors Committee of the House is very friendly to San Diego, as they consider it one of the important harbors of the country.

Trusting the action of the conferees will meet with your approval and that of your constituents, and with assurance of regard, I am,

Yours very truly,

(Signed) S. M. SPARKMAN."

The following item appeared in the "San Diego Union" February 8, 1914:

"Government Re-survey for Harbor probable. Committee commends San Diego's enterprising spirit in appropriating funds. Special to the Union, Washington, Feb. 7.—The Committee on Rivers and Harbors went into San Diego's request for a harbor appropriation this morning very fully, and listened sympathetically to Congressman Kettner's argument for a favorable recommendation, but held that, inasmuch as the committee had no recommendation before it from the Board of Engineers, which the law makes prerequisite for an appropriation by Congress, it could do nothing. The last recommendation by the Engineers was in 1912, and the project then recommended was adopted.

Congressman Kettner has a bill before the Committee providing for a re-survey of the harbor, and it was admitted that the committee probably would move, and, it was almost certain, recommend the passage of that bill. The enterprise and activity of San Diego in appropriating its own funds for harbor work was admitted and commended, but it was urged that it was not possible legally to authorize any more work until a regular survey should demonstrate the advisability of further improvement."

NOTE: The Rivers and Harbors Committee passed the recommendation made by Representative Kettner, which became a law.

The following item appeared in the "San Diego Union" February 18, 1914:

"Harbor of Sun Survey assured, says Kettner. Rivers and Harbors bill practically certain to contain provision.

Special to the Union, Washington, D. C., Feb. 17:

Representative Kettner said today there would be no opposition in the House to the proposed survey of San Diego harbor, provided for in the rivers and harbors bill.

The bill will come up for action soon and Mr. Kettner has been looking over the situation with reference to the allowance of the San Diego survey. He thinks it will undoubtedly be approved by the House and Senate. One of the items in the Indian appropriation bill,

which was before the House today, provides for an increase of 75 pupils, a total of 625 at Sherman Institute, Riverside."

During the Exposition we had the pleasure of entertaining nearly all of the members of the Board of Engineers.

The following item appeared in the San Diego "Tribune" August 19, 1915:

"U. S. Engineers arrive here tonight. Induced to come to San Diego and inspect harbor by Mayor Capps, Congressman Kettner and Heilbron.

Overlooking San Diego in their itinerary of Pacific coast ports, the United States board of engineers was induced at the eleventh hour to visit this city for one day and is to arrive here tonight.

Congressman William Kettner, Mayor E. M. Capps, and President Carl Heilbron, of the Chamber of Commerce, located the board at Los Angeles and made a personal trip to induce the engineers to come here. Pullman and hotel reservations for the members of the board had to be changed through the efforts of the San Diego men before the engineers would consent to break their itinerary.

Heilbron arrived here from Los Angeles yesterday, and Capps and Kettner are due here tonight with the engineers. A banquet and sightseeing trip at the exposition is programmed for tonight, and tomorrow will be devoted to a harbor program.

The members of the board who will be here this evening are: Col. William Black, Col. Frederick V. Abbott, Col. Lansing H. Beach, Col. Harry Taylor, Col. H. C. Newcomer and wife, Col. Thomas H. Rees, Lt. Col. E. Eveleth Winslow, Maj. E. N. Johnston, wife and child, Maj. R. R. Raymond and wife, and A. H. Weber, assistant engineer and secretary."

The "San Diego Tribune", August 21, 1915:

"Way is open for big amount of dredging. Sleeper in last Rivers and Harbors Bill maneuvered by Congressman Kettner authorizes big task by government provided Congress appropriates funds. Congressman William Kettner slipped a sleeper into the last Rivers and Harbors Bill that authorizes dredging of San Diego bay from the whistling buoy to the sloughs of South San Diego. The bill specifically provides that certain dredging should be done at certain places as, for instance, somewhere around the coaling station, and then provides further for widening the channel 'wherever necessary'. Kettner admitted this fact today, but he would not discuss the bill."

During my term of office there were three surveys granted and the Congress appropriated at four different times something over $1,100,000 for San Diego. The result has been that the largest ships of the navy may

now come over the bar, as was demonstrated particularly when Admiral Hugh Rodman visited us on his flagship the U. S. S. "New Mexico" and Captain H. J. Ziegemeier brought in the U. S. S. "California". The last survey granted was in House document No. 1000, on the authority of which the engineers are still acting.

A few days ago I visited San Diego to be present at the turning of the first dirt at the Y. M. C. A. building. I was quite pleased to see this headline in the "San Diego Sun" of October 6, 1923:

"U. S. to Spend Huge Sum on Local Harbor."

This has been made possible by one of my last official acts in Congress. The Chief of Engineers, my good friend General Lansing H. Beach, could not have made this allotment had it not been for the survey which I had included in the Rivers and Harbors bill in the last session of the 66th Congress.

FIRST HOME-COMING

"The San Diego Union", October 29, 1913, ran an article on my home-coming. I was met in Oceanside by a special train, carrying a band and a great number of my friends. They rode with me to San Diego where there was an immense parade and Mrs. Kettner and I were taken to the U. S. Grant hotel to a reception given in our honor.

Little Irma Sofer sang, "I Love You, California", and all joined in the chorus. Many speeches were made. Mr. John D. Spreckels gave the following short speech:

> "I am glad to be here tonight. I am glad to be a part of a body of citizens to do honor to William Kettner. I like him because he is loyal. I greatly admire loyalty. It is a trait in any man to be commended. I, myself, always reward a man who has been loyal in my interests, and William Kettner should have another term in Congress for proving his loyalty to the district which he represents. I'm sorry he is not a good old-fashioned Republican, as I am. However, for a Democrat he comes nearer being a Republican than anyone I know."

Mr. Spreckels read a statement from Hon. C. F. Curry, a representative from California, as follows:

> "Mr. Kettner, the member of Congress from San Diego, has a great deal of influence and is a good hard worker."

The following telegram was sent to President Woodrow Wilson:

> "Five hundred citizens of the Eleventh California congressional district assembled at a banquet in honor of Congressman Kettner, send greetings and assure you that without reference to political party we endorse and approve William Kettner as the true exponent and representative of California and of the best thought of the Eleventh Congressional district. We predict for him a long and useful career at Washington and to that end we, his constituents, Democrats and Republicans, labor in a non-partisan effort.
>
> F. J. Lea, President,
> Chamber of Commerce."

On the editorial page of "The San Diego Union", October 29, 1913.

"Kettner's Home Coming

"That was a thoroughly merited tribute that San Diego paid to Representative Kettner last evening, and it was the more fitting because it was strictly non-partisan. During the few months that have elapsed since he took his seat in the House, Mr. Kettner has demonstrated to his constituents in this city and elsewhere that they have a strong man in Congress who is able to achieve results. In advancing the interests of San Diego harbor and in other matters affecting this city and other parts of the eleventh district, Mr. Kettner may be truthfully said to have 'made good' almost from the day when he took his seat in the House, and his influential standing in that body is evidenced by the fact that at the very outset of his congressional career he was chosen a member of the rivers and harbors committee, a distinction rarely conferred on a new congressman.

Naturally the home coming of the representative who has made so excellent a record in serving his constituents was the occasion of congratulations and greetings, and in these, as was only proper, Republicans joined as heartily as Democrats. All desired to let Mr. Kettner know that his services are appreciated and that he has the good wishes of voters of all parties. It is not doubted that the enthusiastic tribute that was paid to the representative last evening convinced him that this community places a high value upon the fidelity and efficiency that he has displayed so conspicuously at Washington."

To
Hon. Wm Kettner
Dec. 10. 1920

With my warm regards,
Sincerely your friend,
Josephus Daniels

COALING STATION AND FUEL OIL STATION

The reader will remember the letter received from Admiral Dewey, the original of which I had delivered personally to the Secretary of the Navy, and copies of which had been used in obtaining an appropriation for dredging the harbor. With that letter and other information which I was able to gather, I persuaded the Secretary that the coaling station in San Diego should be completed. The Secretary pushed the button and asked his aide to send in his advisers. They talked it over and agreed that it would be wise foresight to provide a coaling station at San Diego, with the result that the Secretary recommended $95,000 for that purpose.

A coaling station had been started in San Diego in 1898, and the pier partially completed. The second appropriation by Congress for carrying on this work for some reason or other had been transferred to California City and the work abandoned. This was the situation when I went to Washington in 1913.

On February 13, 1914, I appeared before the Naval Affairs Committee of the House and brought our needs to the attention of the committee. At that time I read a portion of Admiral Dewey's letter. Because of the use of this letter the second time Admiral Dewey jokingly remarked that I had double-crossed him, since I secured two appropriations on the strength of it. However, we were good friends and he was more than helpful whenever I had occasion to call upon him.

Through my appeal to the committee and the recommendation of the Secretary we secured an appropriation of $45,000 for completion of the coal wharf and one for $50,000 for a fuel oil station, which was the start of our great coaling and fuel oil station of today.

The following item appeared, on the editorial page of the "San Diego Union", February 27, 1914.

"Kettner's Work For the Harbor

"Reference has already been made in these columns to the purpose of the navy department to complete the San Diego coaling station, as indicated by provisions included in the naval appropriation bill. It may be mentioned now that Representative Kettner has been doing some very effective work to secure the incorporation, in that bill, of the navy department's recommendations for the improvement of the station. These are $50,000 for oil storage plant and $45,000 for the superstructure. At a hearing given by the house committee on naval affairs, a few days ago, Mr. Kettner made an exceedingly able presentation of the matter as will be seen from some excerpts from the official report of the proceedings. To quote:

Mr. Kettner: I thought it might be well, Mr. Chairman, for me to appear before your committee and give you a few facts regarding San Diego and the coaling station which was started in 1900. The department saw the wisdom of having a coaling station in Southern California and they set aside $200,000 in 1904, I believe, and completed the docks. I think it would be safe to say that they have one of the finest wharves there that you will find anywhere in the country, but for some reason or other, which I have never been able to find out, they never did complete the coaling station. I have learned, or rather understood, from the department that money had been set aside to complete it in 1909, but it was diverted elsewhere. I presume circumstances arose that made it necessary.

But to give you an idea of what the department thinks of San Diego, I will quote from a letter written by Admiral Dewey to the general board.

Mr. Britten: May I ask how much of that $200,000 was spent?

Mr. Kettner: It was all spent.

The Chairman: In the construction of piers?

Mr. Kettner: On the piers.

Mr. Britten: They merely got as far as the piers?

Mr. Kettner: Yes; and stopped.

Mr. Britten: And built no part of the superstructure?

Mr. Kettner: No superstructure at all. That is what this recommendation is for and that is what I am speaking for now.

This is a quotation from the letter of Admiral Dewey to the army engineering board dated December, 1912.

'The geographical situation of San Diego, 450 miles south of San Francisco, close to the Mexican border and the nearest United States port to Panama on the Pacific coast, points to its being a frequent port of call for the navy as well as for commercial vessels when the canal is in operation. The navy now has a coaling wharf at San Diego and the harbor is used as a base for a part of the drills of the Pacific torpedo flotilla; the capital ships of the Pacific fleet are at this date engaged in target practice in the immediate vicinity. The general board believes it probable that the naval use of this port will

"With my usual greetings"

Fred A. Dillon Jan. 1st 1923

increase in the future rather than the reverse. There is room in the inner harbor for at least sixteen capital ships in quiet, perfectly protected water, and there is now a limited coast defense.'

That is from Admiral Dewey to the board of army engineers. So I think there is no doubt regarding the harbor.

Colonel Taylor, a few days ago, when he was before your committee, stated when I asked him what he thought of San Diego harbor, that it is one of the finest harbors of this country; he said it was first class. We have a depth of 35 feet at low water and the bay is 22 square miles in area.

The chairman of the committee, Representative Lemuel P. Padgett of Tennessee, questioned Mr. Kettner closely as to the depth and other dimensions of the harbor, thus:

The Chairman: What is the width of the basin that has 30 feet of water?

Mr. Kettner: Well, at the pier it is 570 feet, and as you cross the bar it is 600, and then it widens out to 800 and after you get in farther it is 1000. I do not know just how wide it is, but at the wharf where the big vessels of the Hawaiian line land—they draw 28 to 30 feet of water—it is about two miles from the entrance.

The Chairman: What I am trying to get at is whether you could give us some idea of the dimensions of the bay in there that would have water sufficiently deep to anchor large vessels—how large an area.

Mr. Kettner: As Admiral Dewey states, there is room there for sixteen capital ships.

Mr. Kettner was asked by Mr. Roberts to explain the 'limited coast defense' of San Diego harbor, to which reference was made in Admiral Dewey's letter. In reply Mr. Kettner explained what had been done and what was contemplated to fortify this port. The hearing then turned on the present condition of the coaling station. To quote again:

The Chairman: I think they have about 9000 tons there.

Mr. Kettner: At the present time?

The Chairman: Yes.

Mr. Kettner: Yes. And that is dumped on the shore.

Mr. Roberts: Is that coal all stored in the open?

Mr. Kettner: It is all stored in the open; yes, sir.

Mr. Roberts: Do you propose to store it in the open if you get the colliers?

Mr. Kettner: No.

Mr. Roberts: Then this $45,000 is to reconstruct the colliers?

Mr. Kettner: Yes; to complete the plant.

Mr. Roberts: I supposed that $45,000 was to handle it.

Mr. Kettner: To handle it; I presume to store it.

Mr. Stephens: The substructure is already in?

Mr. Kettner: Yes; the substructure has already been completed.

The Chairman: It is spoken of there as a steel coal tower.

Mr. Kettner: Yes.

Mr. Williams: Mr. Kettner, before you retire, these two items you mention here you are not wishing to change?

The Chairman: To hold them in?

Mr. Kettner: I wanted to hold them in; I wanted to show the way we felt about it in San Diego.

It would not be practical to reproduce the entire proceedings of the hearing. But sufficient has been quoted to show that Mr. Kettner made out a strong case. There is every reason for confidence that the San Diego coaling station items will be in the naval appropriation bill as it shall be finally passed."

Editorial in "The San Diego Union", Friday morning, May 15, 1914.

"On the Naval Map

"There is now every indication that San Diego will fare as well in the naval appropriation bill as was predicted by Representative Kettner. The measure, as passed by the House a week ago, included $50,000 for a fuel oil depot and $45,000 for the tower at the coaling station. Each of these items has place in the bill that has just been reported to the Senate by the naval affairs committee. Ordinarily it would be unsafe to predict what the senate might or might not do with these two appropriations. But in view of the value of San Diego harbor for naval purposes—which has been made especially prominent during the later phases of the Mexican trouble—there appears little room to doubt that the money required to place the coaling station in condition for efficient service, and to provide the fuel oil depot which is equally needed for the navy, will have been provided in the bill when it shall have been finally passed."

Rivers and Harbors Committee of House of Representatives, of Which the Writer Was a Member.

APPOINTMENT ON RIVERS AND HARBORS COMMITTEE

While in Washington, before being sworn in as Representative, I learned that the incoming president, Mr. Woodrow Wilson, would call the Congress in extraordinary session some time in April. As the River and Harbor bill did not go through the Congress until the third of March, I decided to stay in Washington and get acquainted with the members of the Congress and officials of the Departments during the interval. It was fortunate that I did so. I was extremely lucky in becoming acquainted with Mr. Oscar Underwood, now U. S. Senator, then leader of the House, and Mr. John Garner of Texas, a whip of the House. With the assistance of these two friends and other members of the Ways and Means Committee upon whom I called almost daily, I was successful in nosing out the fact that Mr. William D. Stephens, later Governor of California, was also seeking appointment on the Rivers and Harbors Committee. I met all of the leaders and persuaded them that it was absolutely necessary that I be appointed to the Rivers and Harbors Committee if they wished to retain the Eleventh Congressional District in the Democratic column. We were both held in suspense for several days, but when the committees were announced my name appeared as a member of the Rivers and Harbors Committee.

"The Chamber of Commerce
of San Diego County
San Diego, Cal., June 7, 1913.

Hon. Wm. Kettner, Congressman,
806 House Office Building,
Washington, D. C.

Dear Sir:

The Chamber of Commerce of San Diego by vote of its Board of Directors, hereby conveys to you the deep appreciation of the

Chamber for the splendid results you have secured for San Diego and for California. We most heartily realize and value the good work you have done, and are doing, and desire to compliment you on the fact that your ability has been so signally recognized in Washington, as evidenced by the fact of your appointment on the Rivers and Harbors Committee.

Please accept our very best expressions of esteem and confidence. This district has every reason to feel proud of its representation in Washington.

Sincerely yours,

CHAMBER OF COMMERCE OF SAN DIEGO COUNTY.

F. J. LEA, President.

WM. TOMKINS, Secretary."

TARIFF.

The Congress was called in special session April 7, 1913, to revise the tariff. We were in session all summer and I enjoyed the wonderful experience of fighting for the agricultural products of our state.

It was illuminating to me to find that the Republicans of the East were against a tariff on lemons and that the importers had raised an enormous sum to be used in lobbying for a low tariff on many of our California products, especially citrus fruits and their by-products.

I fought continuously for a tariff on lemons, walnuts, oranges, in fact all of our fruits that needed protection. The various organizations representing the different agricultural products of our State sent their committees to Washington. I think they will all agree that I did everything in my power to assist and secured an extension of the time considered by the Ways and Means Committee as necessary for this comparatively small item of a tariff bill. Whereas ten minutes had been allotted the California men in which to present their reasons for a sufficient tariff and to file their detailed information they were allowed over an hour.

I attach a copy of a letter written to me by Mr. C. C. Chapman, of Fullerton, also one by Mr. R. C. Allen, President of the Lemon Men's Club of Southern California.

To Hon William Kettner
April 1st 1916. From your friend O W Underwood

"Charles C. Chapman
Fullerton, Cal.

June 4, 1913.

Hon. William Kettner,
Washington, D. C.

My dear Mr. Kettner:

Mr. Powell has written about your efficient services in behalf of the citrus industry. He says you have rendered such services as no other man at the present time could have rendered in our behalf. I want to tell you we appreciate this very much and hope that you will be able to hold the situation where it seems to be today, for that will mean much for us in helping along in competition with the foreigner.

Again thanking you, I am,

Sincerely yours,
Charles C. Chapman."

"Lemon Men's Club of Southern California
Bonita, Cal., August 9, 1913.

Hon. William Kettner,
Washington, D. C.

My dear Mr. Kettner:

I know that it will be a satisfaction to you to know that at our meeting of the Lemon Men's Club, Wednesday, Mr. G. Harold Powell in his report of his work at Washington told us that except for your efforts lemons would have gone on the free list. I am sure that it is not necessary for me to tell you how much all we lemon growers appreciate the hard work and interest that you have shown in our case. I hope that our item will go through the Senate without further hitch, but however that may be the credit to you will be the same.

With kind regards,

Yours very truly,
(Signed) R. C. Allen,
President."

Letter sent to fellow citrus growers by C. C. Teague, of Santa Paula, dated Jan. 31, 1921:

"I have just returned from Washington where I have been in the interest of a tariff on citrus fruits and walnuts. While there I had several conferences with Mr. Kettner. He is very much interested in our lemon tariff and has been doing and will continue to do a lot of valuable work for us. He is particularly well able to take this matter up with the Democratic members of Congress and, inasmuch as there seems to be a realignment of the protectionist forces in Congress, Mr. Kettner can do a lot of good.

The New England states could formerly be depended upon as being favorable to a protective tariff, but many of them have gotten into a position where they have an eye on foreign trade and have goods for export and are, therefore, a little more inclined toward

free trade doctrines than formerly. On the other hand, the Democrats of the South want protection on many of their products.

I believe that we are in a splendid position to get good consideration. Our briefs were well prepared and well presented in marked contrast to most other industries.

I thought that you would be interested in this statement from me inasmuch as Mr. Kettner is from your district."

Additional District Judgeship and Early Appointments.

One of the first appointments endorsed by me, shortly after I was elected, was that of Federal Attorney for the Southern District of California. The reader will remember I have already stated that we had no Democratic Senator at that time. I naturally received a great many letters recommending different ones. I was strongly in favor of my friend Albert Schoonover, but as he was not a seeker for the place it was very hard indeed for me. Mr. Archie Campbell, from San Luis Obispo, had received the endorsement of most of the county committees of the State, as well as that of the state chairman, and Mr. Anthony Caminetti, who was representing the Democratic party to a large extent in Washington at that time, added his strong influence.

After Mr. Schoonover finally consented to accept the office if tendered him, the U. S. Attorney General decided in favor of Mr. Archie Campbell, as he had the preponderance of recommendations, and sent Mr. Campbell's name to the President. I appeared personally before the President, explaining that Southern California south of the Tehachapi was entitled to some recognition in the distribution of federal positions, and the President felt that I was right. He returned Mr. Campbell's name to the U. S. Attorney General, the Hon. J. C. McReynolds. Mr. McReynolds then sent Mr. Schoonover's name to the President, who in turn recommended it and forwarded it to the U. S. Senate, where he was confirmed. I am pleased to say that he filled the office with honor to himself and to the government which he served.

"The White House
Washington

June 30, 1913.

My dear Mr. Kettner:

I have received, through your Secretary, your letter of the twenty-eighth of June, enclosing the letter signed by Congressmen Raker and Church, and yourself, regarding Mr. Albert Schoonover of San Diego, California. I will hand this endorsement to the President at the earliest possible moment.

Yours very truly,

J. P. Tumulty,
Secretary to the President.

Hon. William Kettner,
House of Representatives."

Early in my first term, I was notified that the State Bar Association had passed a resolution to the effect that the Federal Courts were overcrowded and it was imperative that we should have another Federal Judge in Southern California, and accordingly I introduced the bill providing for an additional judge.

With the assistance of the Hon. William D. Stephens we got the bill through the Judiciary Committee. Later on I brought it up on the floor of the House, under the unanimous consent calendar. I had so thoroughly explained the situation and shown the need of another judge in Southern California by giving the increased population, and the accumulation of unheard cases, that there was no objection on the Republican side. This was so unusual that Dr. Martin D. Foster, a Democrat of Illinois, objected for the time being, but when I explained matters to him the following day the bill passed the House by unanimous consent.

As we had no Democratic Senator at that time, the appointment was more or less left in the hands of the only Democratic Representative of Southern California, and I had the pleasure of presenting numerous recommendations of my friend Judge Benjamin F. Bledsoe, and of detailing his splendid, good qualities. After some delay the President finally sent Judge Bledsoe's name to the Senate where it was approved.

"Office of the Attorney General
Washington, D. C.

August 20, 1914.

Hon. William Kettner.

Dear Mr. Congressman:

I thank you very much indeed for your good aid in an effort to find the proper man for United States District Judge in the Southern District of California. I am in hearty accord with you in thinking that this is a position of unusual importance and that it should be filled by a man of high attainments.

The wonderful growth of California and the corresponding increase of business in the courts there will require the best efforts of a judge of approved ability.

With high regard, faithfully yours,

J. C. McReynolds, Attorney-General."

The following is a letter from Mr. Carroll Allen which is self-explanatory:

"Law Office of Carroll Allen

April 12, 1923.

Stock Exchange Building, Los Angeles.

Hon. William Kettner,
Spreckels Building,
San Diego, California.

Dear Mr. Kettner:

In 1915 or 1914, when an additional Federal Judge was provided for in this district, I went to Washington representing the Bar Association, or at least a great many members of the Bar, on behalf of Mr. Lynn Helm, who was a candidate for that appointment.

My recollection is that Mr. Helm had the endorsement of the greater part of the Bar of Southern California, as well as a large number of party leaders and business men. We thought he was entitled to this appointment by reason of his party services and ability, and we firmly believed, on account of his having been a classmate of President Wilson, that would also add to the strength of his position.

It is my understanding that you procured the appointment of Judge Bledsoe, notwithstanding the overwhelming strength and influence of Mr. Helm. How you were able to accomplish this has always been a mystery to all of Mr. Helm's friends. We all have one consolation, however, and that is that Judge Bledsoe is the highest possible type of man and a splendid judge.

With kind personal regards,

Yours truly,

(Signed) Carroll Allen."

The position of Collector of the Port at Los Angeles was filled also before we had a Democratic Senator, and it was my pleasure to endorse Mr. John B. Elliott; as it

In grateful sincerity
Yours faithfully
Benjamin D. Bledsoe
Washington D. C. May 5, 1917

was also to add my endorsement to others submitted for the appointment of Mr. Tom Walton as U. S. Marshal.

Another appointment which came up shortly after I was elected was that of Internal Revenue Collector. The reader will remember that I spoke of Senator John D. Works and the wonderful assistance he gave us in amending the Rivers and Harbors bill. In fact he was always ready to assist me, and he afterwards so strongly recommended Mr. John P. Carter that I added my recommendation to his, for which act I have never been sorry, as Mr. Carter proved a loyal representative of the government. He made for himself a record for efficient and courteous service.

Another appointment on being sworn in as a member of the House of Representatives was that of a bright young boy with big blue eyes who used to sell papers on the corner of Fifth and Broadway. While I was making my first campaign with little hope of election in this Republican district, Harold Cooney was so earnest that he made me promise I would give him the appointment to West Point in the event of my election.

Of course I kept my word and Harold is now a Captain in the Regular Army of the United States.

Thereafter I held competitive examinations and the best boy won.

It is a source of great gratification to me to learn of the good records that have been made and are being made by lads that I have appointed to West Point and Annapolis. My last appointees are still in school, and their zeal in their studies and their enthusiasm for the service in which they have enlisted, is a rebuke to the older person prone to become a bit cynical as the years go by.

The following is a list of my West Point boys:

Harold A. Cooney, Townsend Griffiss, Robert G. Lovett, Paul L. Weitfle, Perry W. Brown.

Naval Academy Appointments:

Sydney J. Wynne, William R. Cushman, Jr., Clement F. Cotton, Charles D. Wheelock, Dale Quarton, Richard W. Dole, Osgood S. Lovekin, William A. Hickey, Elmer C. Buerkle, Everett P. Newton, Jr.

In this connection I quote from the San Diego Sun, April 4, 1914.

"Local Newsboy Winning Honors at West Point.

Friends of Harold Cooney, the popular newsboy who was recently appointed to West Point by Congressman Kettner, today received word that the boy had passed the examination with the best mark in his class.

For years Cooney's bright face attracted attention at Fifth and Broadway, where he sold papers. Because of his personality and his ability as a business man Mr. Kettner gave the boy the much desired appointment. Reports received concerning his records since entering the institution indicate that he is already making good."

Re-Christening the California.

The following is a letter from Josephus Daniels, Secretary of the Navy, concerning the naming of the U. S. S. San Diego:

"Navy Department

Washington, August 1, 1914.

My dear Mr. Kettner:

I have the honor to inform you that on September 1st the name of the United States armored cruiser CALIFORNIA will be changed to the U S. S. San Diego. The name California has been assigned to the new battleship, No. 40, authorized by the last Naval Appropriation Act.

Sincerely yours,

(Signed) Josephus Daniels."

The California was re-christened September 16, 1914, in San Diego. Quite a gathering of citizens of San Diego, officers of the service, and others were present. A canvas was over the stern and when removed the name appeared "San Diego". Captain Arthur S. Cowan of the United States Army was then commanding North Island and came over from there in the one sea-

plane they had to take part in the ceremonies. A barbecue for the men of the San Diego was held that day and there was a general celebration. Captain Ashley H. Robertson, now Rear Admiral, Commandant of the 11th California district, stationed at San Diego, was in command of the San Diego. As the flagship of Rear Admiral Thomas P. Howard, it went down the Mexican Coast as a tangible example of what Uncle Sam could produce in case conditions became too much unsettled, but was returned to San Diego for the opening of the Exposition.

The following is an extract from a letter written to me by Mr. G. Aubrey Davidson, September 16, 1914:

> "I have just come from the exercises, incident to the rechristening of the California, and I want to compliment you, very much indeed, on your work, which brought about the result of having this fine ship named after this City. Captain Robertson told us, today, there was only one other city which had the honor of having a capital ship bear her name and that was the City of Pittsburg. I feel that this was due entirely to the work of Congressman Kettner in Washington, and you deserve all the credit that it is possible to give anyone. Mayor O'Neall gave you credit for the accomplishment in his speech on board ship this morning."

"The Secretary of the Navy

Washington, October 9th, 1914.

My dear Mr. Kettner:

It is most gratifying to your friends in Washington who have watched with pleasure and interest your growing influence in the national House of Representatives, to know that your people at home entertain for you the same high opinion which your course has won for you in Washington.

I am glad to see from the reports of the primaries that your home county showed its appreciation of you by registering an unprecedented large vote, and this vote came, not alone from members of your own party but from Progressives and Republicans as well who put a proper value upon the great things you have done for your district.

Since my visit to San Diego early in my term, I have been very glad to co-operate with you in translating into reality your vision of making San Diego an important naval base. It gave me real pleasure to comply with your earnest request to give to one of our finest cruisers the name of San Diego and to make other orders that will insure the growing importance of San Diego in all naval affairs on the Pacific.

With sentiments of esteem and high regard, and trusting to have the pleasure of working with you in the coming Congress for the development of the Pacific Coast and for a greater base for the Navy at San Diego, I am,

Very sincerely yours,

(Signed) JOSEPHUS DANIELS.

Hon. William Kettner,
House of Representatives."

KELP MAPS.

Concerning the appropriation of $7,000 for the publication of maps showing the location of kelp beds along the Pacific Coast, my readers may be interested in learning how this was accomplished.

Along the Pacific coast there is a luxurious growth of "giant kelps". For years Mr. David M. Balch of Coronado had made a study of these kelps and had pointed out their great possible value. When the government authorized two preliminary surveys made of the kelp beds on the California coast, Professor W. C. Crandall, a prominent member of the staff of the Scripps Biological Institute of the University of California, at La Jolla, was placed in charge of one of these surveys. Colonel Charles Rader of San Diego, with fine public spirit, placed his yacht, the Paxinosa, at the disposal of the governmental investigators, and Professor W. E. Ritter, Director of the Scripps Biological Institute, put at their command the resources of that excellent institution. When the work was practically completed it was discovered that no appropriation had been made to have these valuable results published and maps made.

I took up the question with the Bureau of Soils, and through the courtesy of Mr. Frank Cameron, soil chemist of the Department of Agriculture, at Washington, D. C., arrived at the full facts in detail. I thereupon introduced a bill on December 16, 1913, asking for $7,000 with which to complete this work, by printing and publishing the maps and reports already prepared.

Years afterward, as a result of the passage of this item, San Diego was favored by having the Hercules Powder Company establish its large powder and fertilizer plant below National City.

Swift and Company also established a plant at the foot of "E" Street in the City of San Diego, for the production of potash for fertilizing from kelp products.

My bill was not incorporated in the Agricultural bill, but Senator Miles Poindexter, at my request, amended the bill in the Senate, and I think that our own Colonel Fred Jewell of San Diego, who happened to be in Washington, will perhaps remember the dinner given at a cafe there on the night that we persuaded Representative Frank Lever, Chairman of the Agricultural Committee of the House, to permit our item to remain in the bill in the conference.

"United States Senate,

Hon. William Kettner,
House of Representatives.

Dear Mr. Kettner:

I was gratified to see that the House conferees agreed to the Senate amendment appropriating Seven Thousand ($7,000) dollars for publishing maps and information relating to kelp beds on the Pacific Coast. I do not believe this successful result would have been brought about without your energetic and vigorous work in the House and especially your influence with the House conferees on the Agricultural Appropriation Bill. I take this means of expressing my appreciation, and, in view of the importance of this appropriation as an aid to opening up a great new industry on the Pacific Coast, I am sure that the people of the Coast will likewise appreciate your services.

With kind regards, very truly yours,

Miles Poindexter."

SAN DIEGO EXPOSITION

The San Diego Exposition, while it had raised $7,000,000, much of which had already been spent in buildings and horticultural plans, had never been recognized by the U. S. Government. Possibly due to the necessity of being in Washington on harbor matters and thus becoming acquainted before I was sworn in as a member of Congress, it was possible for me, a green member from a town so little known that it appeared in the first Congressional Directory as "Santiago", to be the father of the second law passed in that Congress, Public No. 2. This gave the Treasury Department, Post Office and the Immigration Bureau the authority required upon which to function properly concerning the fair. Mr. D. C. Roper, First Assistant Postmaster General ordered the proper stamps, inscribed "Panama-California Exposition-San Diego-1915", to be used at the different post offices.

During 1916 San Diego continued its wonderful fair, and at the close of the exposition in San Francisco I introduced a bill which passed in the first two weeks of the Congress and was signed as Public Resolution No. 1. This transferred $76,000 unexpended at the close of the San Francisco Fair, as well as most of the government's exhibits, to San Diego, and made applicable to San Diego all the laws in force in San Francisco relating to foreign exhibits.

In my long residence in Southern California in San Diego I cannot recall anything that aided San Diego so much and so directly as the 1915-1916 Exposition, and I am very happy to state that I had a small part in making this wonderful fair a success. I repeat from "McGrew's History of San Diego" what Mr. G. A. Davidson says regarding my work:

To my good friend
Billy Kettner
with appreciation of
his signal services
and assurances of
my high esteem
W. D. Davidson

"Great credit for the success of the Exposition must be given also to Congressman Kettner. It must be remembered that after we made up plans in which the Federal Government was concerned, it was he who put them through as far as Washington was concerned. For that alone San Diego owes him many thanks. To use another baseball term, we should never have got past first base if it hadn't been for Kettner."

"Post Office Department
First Assistant Postmaster General
Washington

July 1, 1913.

Hon. William Kettner,
House of Representatives.

My dear Sir:

With reference to your call at the Department of the 30th ultimo, at which time you presented papers relative to the Panama-California Exposition to be held in San Diego, California, in 1915, and requested that the postmaster of San Diego be provided with a special postmarking stamp for advertising the exposition, I have to inform you that in view of the fact that the exposition was officially recognized by Act of Congress, May 10, 1913 (H. R. 4234), a special die reading "Panama-California Exposition—San Diego—1915," has been ordered, and it will be forwarded to the postmaster as soon as it can be manufactured.

The papers left by you are herewith returned.

Very truly yours,

Daniel C. Roper,
First Assistant Postmaster General."

"The Postmaster General
Washington

August 21, 1914.

Hon. William Kettner,
House of Representatives.

My dear Kettner:

I beg to acknowledge your letter of August 4th, enclosing a copy of a letter which you sent to the President concerning the Exposition of next year to be held at San Diego, California.

I think that the reasons set forth in your letter to the President for holding an exposition at San Diego are good, and I am very glad to learn that arrangements for this Exposition have been consummated. I believe that the size and importance of that city entitled it to some recognition as an important part of the celebration on the occasion of the great Panama-Pacific Exposition when the Fleet goes through the Panama Canal and up the Pacific coast next year.

I shall be glad to contribute in any way I can to encourage the energy and industry of the splendid people of San Diego by aiding in accomplishing what they desire.

I hope to have the pleasure of seeing this great Exposition next year and that you, as our representative, will help me to enjoy it.

With assurances of regard and best wishes, I am,

Very sincerely yours,

A. S. Burleson,
Postmaster General."

"War Department
The Adjutant General's Office,
Washington.

March 2, 1915.

Hon. William Kettner,
House of Representatives.

Sir:

Referring further to your letter of February 27, 1915, in regard to the detail of a cavalry band for duty at the Panama-California Exposition, San Diego, California, I have the honor to inform you that the commanding general, Southern Department, Fort Sam Houston, Texas, has been authorized today to send a band as requested, provided such action involves no expense to the United States for transportation. The Department Commander has been directed to communicate directly with the Exposition authorities with reference to all necessary detail.

Very respectfully,

H. P. McCain,
The Adjutant General."

In the "Los Angeles Times", May 14, 1915, appeared the following item:

"Two Notable parties meet. Japanese Admiral and Congressmen banquet. Exposition president gives his hospitality. Torpedo factory on Coast named a necessity.

(By direct wire—exclusive dispatch) San Diego March 13—While the party of Congressmen and their wives here, the guests of Congressman William Kettner, were entertained at the exposition grounds, another party equally distinguished was guided over the fair by representatives of the army, navy, and the exposition. Admiral Baron Sotokichi Uriu, retired officer of the Japanese navy, and his staff bearing messages of good will and friendship from his country to America, was the second party of distinguished guests.

Today was Kettner Day at the exposition in honor of the popular Congressman of the Southland, and hundreds of San Diegans gathered at the exposition to greet him and Mrs. Kettner.

Congressman Kettner, who had not seen the exposition since its completion, could not conceal his delight and pride as he piloted the Congressmen from all parts of the country about

Carl H. Heilbron,
Vice-President San Diego Exposition.

and everyone of the party was enthusiastic in the extreme over the beauties of California as exemplified in the exposition.

After the cavalry review this morning given for the congressional party, they were escorted over the Puenta Cabrillo by a company of marines and as they entered the Exposition Congressman Kettner was given a great ovation. A luncheon was tendered the party by the Chamber of Commerce of San Diego county at the Cafe Cristobal. This afternoon they toured the buildings and exhibits and late in the afternoon there was a reception for the Congressional party and Admiral Uriu and the Baroness by the women's official board at the women's headquarters."

During my eight years in the Congress we were in almost continuous session. First it was the revision of the tariff, and later the war, so that in all the eight years the only recess was in 1915, when I was fortunate enough to spend part of the time at home. At that time I had the pleasure of showing a large number of Senators and Representatives our wonderful exposition, and to point out the splendid naval facilities of our Pacific sea coast. This was especially effective, as many of the Eastern men, some of whom had been in Europe several times, had never been west of the Mississippi, and a map is much more effective after one has seen the country.

SECOND ELECTION

I feel that it will be very amusing and interesting to recall the events which took place on my second election. If the reader will remember, I have mentioned the way the Republicans supported me. A great many of those same Republicans insisted on former Representative J. C. Needham moving into the district, to run against me for the Congress. This he did and here is where the Progressives got even with the regular Republicans for supporting me two years previously. I am firmly convinced that the whole Progressive party supported me in the 1914 campaign, as my victory in this election was by some 24,000. Reproduced here is an editorial from the "Los Angeles Tribune", a leader in the Progressive party, which speaks for itself.

Los Angeles Tribune editorial, October 27, 1914:

> "In the Eleventh Congressional district the fight is between Congressman Kettner, a loyal and able Wilson Democrat residing in San Diego, and J. C. Needham a standpat Republican, affiliated with the 'old gang'. Kettner is by far the abler man and better fitted to represent the people of the Eleventh district in Congress. He should receive the support of the Progressive voters in that district.
>
> Kettner has served only one term in Congress, but he has made good. He is a most useful member of the House and has a wide circle of acquaintances and has accomplished much for the benefit of his district. He should be re-elected."

The "Hemet News", Mr. John E. King, editor, November 6, 1914, carried the following editorial:

> "HURRAH FOR KETTNER. Greetings to Congressman Kettner! Not only is he re-elected by a majority that may reach 7,000 in a district quite generally supposed to be overwhelmingly Republican, carrying practically every county, but he carries every precinct in the Hemet and San Jacinto valleys, most of them by a majority of more than two to one. The orange-growing district of Little Lake goes for him by 106 to 26.

Billy Kettner well deserves the victory he has won. He is a live wire.

Hemet and its environs were especially interested in Kettner. He is a former resident, and he is personally very highly esteemed, as the enormous vote he received fully attests.

The Eleventh district has honored itself in asserting in no uncertain tones its confidence in President Wilson and its satisfaction with the services of the efficient representative at Washington."

The following is a partial list of some of the things accomplished during the first two years of my service, some of which are described in detail elsewhere:

Dredging Harbor	$249,000
Kelp Maps	7,000
Coaling and Fuel Oil Station, San Diego	95,000
First Fortification Emplacements Ft. Rosecrans	335,000
Mrs. May Stanley, relief bill	3,500
Topock Bridge at Needles	25,000
Colorado River Appropriation	100,000
Emergency Work Colorado River	55,000
Radio Station, San Diego	300,000
Joint Resolution Exposition	86,000

FORT ROSECRANS

A few days after I was elected in 1912, I was invited by the Ad Club to luncheon. After coffee had been served the Chairman arose and made the statement that William Kettner, the newly elected Representative, would now tell them what he intended to accomplish for San Diego in the Congress. Of course I knew very little about the work before me, but, among other things, I told them that I would surely try to better conditions regarding our fortifications. I had learned from Colonel William C. Davis, U. S. A., stationed at Ft. Rosecrans, that we had four 10″ guns which could shoot only in one direction and that southwest. He told me that it was possible for a small gunboat to lie on the other side of

Point Loma and bombard San Diego, without the least possibility of our guns returning the fire.

Upon my arrival in Washington I explained these conditions to General E. M. Weaver, Chief of the Coast Artillery, and he assured me that he was well posted and that something should be done. Not knowing the diplomacy of some of our officers I waited patiently, until the second session of the 63rd Congress, but as no recommendations reached the House I called on Secretary of War, Lindley M. Garrison, and explained conditions to him. He called in General Weaver who admitted the facts as stated by me, and the Secretary asked him to submit a recommendation at that time even though their general recommendations had all been sent in to the Congress. I found out afterwards that General Weaver did not like my method of procedure. Later when the President, as is usual, asked all of the Secretaries to cut down their recommendations as much as possible, Colonel E. E. Winslow, the engineer who represented General Weaver before the House Committee, did all in his power to cut out appropriations for San Diego, as is shown by the hearings of that time as follows:

Quotation from hearings before Subcommittee of House Committee on Appropriations, Mr. Swagar Sherley, Chairman, 63rd Congress, 3rd session, February 5, 1915:

> "Mr. Sherley: Col. Winslow, yesterday when the hearings closed we were discussing the item for construction of gun and mortar batteries and you had previously stated that part of this money contemplated certain emplacement work at San Diego?
>
> Col. Winslow: Yes sir.
>
> Mr. Sherley: In order to refresh my mind, will you again state what amount of this money is contemplated to be spent there?
>
> Col. Winslow: $335,000 is intended to cover the emplacement of 12 mortars, and in that connection I would like to state that a short while ago the Secretary of War called upon the various bureaus to know which of the items submitted could, with the least harm to the Government, be cut out, and this was

U. S. Senator Macomber, of North Dakota, With Part of First Congressional Delegation to Visit San Diego at Ft. Rosecrans.

submitted by the Engineer Department as the one which they thought could be cut out with the least harm.

Col. Winslow: Mr. Chairman, the point I brought out about cutting out this sum for San Diego or cutting out the sum for San Pedro was due to a comparison of the relative importance of the two places, San Diego and Los Angeles. Los Angeles has approximately eight times the population of San Diego. IT HAS A MUCH BETTER HARBOR on which the Government has now expended approximately $6,000,000. Its commerce is several times that of San Diego, and therefore, there is no question as to the importance of continuing the fortifications at Los Angeles.

Mr. Sherley: Assuming the question of doing one or the other, in your judgment the work at San Pedro is much more important than San Diego?

Col. Winslow: Yes, much more important than San Diego, and I should consider Cape Henry more important than San Diego, also."

This will give the reader some idea why San Diego was so slow in being recognized in the Congress.

Notwithstanding these objections Mr. Swagar Sherley of Kentucky, my warm friend, who was Chairman of the Subcommittee on Appropriations, and who had visited San Diego and inspected conditions personally, wrote amendments into the law on four different occasions amounting in all to one million dollars for San Diego.

With the amount mentioned above the War Department constructed two mortar batteries, four mortars in each battery, and gave San Diego a little of the protection to which she is entitled.

When I retired from Congress I had been working with the Department for the erection of two 16" guns on the Point, which would give us added protection.

"WAR DEPARTMENT,
Washington,

January 12, 1914.

Hon. William Kettner,
House of Representatives.
Washington, D. C.

Sir:

I have the honor to acknowledge the receipt of your letter of the 9th instant, in which you call attention to the recommendation of the Chief of Coast Artillery, in his annual report, for ad-

ditional fortifications for San Diego, California, and point out that no estimates for these have been included in the present annual estimates now before Congress.

In reply to your letter I would say that the recommendation for additional coast batteries at San Diego has received the approval of the War Department and is now part of the general scheme of coast defense. In preparing the estimates for this year it was necessary, on grounds of economy, to eliminate many important items, among them the additional fortifications proposed for San Diego, in order that funds might be secured for what appeared to the Department to be the more urgent requirements of coast defense elsewhere. General Weaver informs me he has given you all the details in this matter.

Respectfully,

LINDLEY M. GARRISON,
Secretary of War."

In the "San Diego Union" of April 7, 1916, appeared the following item:

"BILL GIVES FORT HERE GREAT SUM.

"$287,000 may be appropriated for finishing fortifications on Point Loma, wires Congressman Kettner.

Early completion of the new fortifications on Point Loma, for which emplacements are now being constructed, was indicated yesterday through the contents of a telegram from Congressman William Kettner to President J. S. Akerman of the Chamber of Commerce. Kettner announces that the new fortification bill just out of the hands of the committee for submission to Congress carries an appropriation of $160,000 for fire control stations and accessories on the Point and another appropriation of $127,000 for eight searchlights and generating sets at the same place.

Military men and members of the Chamber regard this as a big thing for San Diego, as getting these items into the bill is regarded as half the battle. The original appropriation was for $160,000 for the emplacements or foundations, and if the amounts required for the completion of the work are voted by Congress, it will mean that the completion of the fortifications will be brought about in much more than ordinary time. Frequently several years lapse after the construction of emplacements before the rest of the work is financed.

Following the receipt of the telegram, it was announced at the Chamber that the necessity of sending a San Diegan to Washington to assist Kettner in his work is more apparent than ever. The question of engaging such a man will be considered at a meeting of the directors next Monday. There are many other matters now pending in which Congressman Kettner is believed to need live assistance according to Chamber officials.

The emplacements being placed on Point Loma for two batteries of 12-inch mortars of four guns each would be useless without the control stations and accessories and search lights

and generating plants that have been placed in the fortification bill. A favorable vote in Congress on these appropriations means much to San Diego in way of protection and to the government in way of coast defenses.

The searchlights to be installed under the proposed appropriation are 60-inch lights, the equal of any in the country. They can pick up a target five miles out at sea. The control stations are to find range.

Other matters in which the Chamber of Commerce desires to assist Congressman Kettner, through a special representative, are to make sure for this city a marine base, an aviation base and a greater aviation camp."

NOTE: No help was sent at this time.

Copy of letter received from Carl H. Heilbron, President of the San Diego Chamber of Commerce:

"San Diego Chamber of Commerce

Hon. William Kettner, M. C.
House Office Building,
Washington, D. C.

Dear William:

At the last meeting of the Board of Directors of the San Diego Chamber of Commerce, I took the opportunity of reviewing with the Board, the various appropriations you have been successful in securing for San Diego, first emphasizing the fact that you had pledged yourself to the policy of working only in support of such measures and appropriations favoring San Diego, that you sincerely believed to be beneficial to the Country as a whole. In this policy, as you know, the San Diego Chamber of Commerce, through its Board of Directors, most heartily concurred.

In recounting your activities while in Washington, I covered in detail, the various projects for which you have secured appropriations, noting the fact that the amounts already voted and approved were in excess of a Million Dollars. I therefor, 'dubbed' you 'San Diego's Million Dollar Congressman.'

Permit me, as president of the San Diego Chamber of Commerce, to compliment you upon your wonderful accomplishments in behalf of San Diego and the Bay region, and to assure you that you will continue to receive the same hearty support and co-operation that it has been our pleasure to give you during the past two years.

I believe, Billy, that we will be able in time, to interest the Federal Government and particularly, the Army and Navy in San Diego, to the extent that some day we will be one of the most important, if not the most important Army and Navy center on the Pacific Coast. I feel confident that if this Congressional District is farseeing enough to continue William Kettner as its representative, this result will certainly be brought about.

With every good wish for your continued success, and best wishes to Mrs. Kettner, I am

Yours sincerely,
CARL H. HEILBRON."

"WAR DEPARTMENT
Office of the Chief of Staff
Coast Artillery Division.
Washington, March 2, 1917.

My dear Mr. Kettner:

I wish to express my hearty thanks and keen appreciation of the courtesy and kindness of you and Mr. Choate in leaving for me the olives. If they are similar to those I enjoyed on my last visit to San Diego, I know their merits, and they enter into one of the pleasant memories I have—a memory so pleasant that it has put in my mind the thought of passing my remaining days on the retired list among the genial and hospitable citizens of San Diego.

Sincerely yours,
E. M. WEAVER.

Hon. William Kettner,
House of Representatives."

RADIO STATION

Admiral Robert S. Griffin, Chief of the Bureau of Steam Engineering, without doubt one of the finest men in the Navy, in 1914, when radios were just getting their start, was of inestimable value to San Diego. I found out through our Chamber of Commerce that the Navy Department had been inspecting a site here in San Diego. I immediately called upon Admiral Griffin and was informed that a site had been offered the government at Whittier. When I notified our Chamber of Commerce, as usual they offered the government several locations in San Diego. The Engineering officers of the Navy sent out to make the selection had inspected San Diego and insisted there was only one site that would answer the purpose, and that was owned by a man who formerly lived in San Diego and was then living in New Jersey. This was known as the Carling tract. The price asked was $20,000 for the land. Admiral Griffin informed me that his Bureau did not have that much money to

pay and I knew it was quite impossible at that time for our Chamber of Commerce to raise that amount.

Representative Archibald C. Hart from New Jersey, where Mr. Carling was living, called on me several times and asked me if I could get our Chamber of Commerce to add $10,000 to the amount offered by Admiral Griffin, which was $8,000 at the outside. This ran along for about a month. During this time I got well acquainted with Admiral Griffin, and I never knew a finer man in my life. He finally assured me that by doing away with something else he could raise $15,000 to pay for the land, which information I gave to Mr. Hart, stating that $15,000 was the limit, and that we would not go over that amount, radio or no radio.

However, they wired to the Chamber of Commerce in San Diego and the Chamber, being afraid that we would lose this activity, saw fit to pay Mr. Carling $1,000 in addition, over my protest.

I must admit that it was through the kindly feeling of Admiral Griffin that we secured this station, which was at that time the largest Radio Station in the world. We have him to thank for it. Attached is a copy of a letter from him covering the situation:

"Navy Department.
Bureau of Steam Engineering
Washington, D. C., 27 March, 1920.

My dear Mr. Kettner:

Knowing the lively interest you took in the establishment of the high-power radio station at San Diego, and how helpful you were to us at the time in enlisting the interest of the public-spirited people of San Diego, I have prepared a statement of the cost of the station which I am sure you will be pleased to have. It follows:

Foundations	$ 8,100
Towers	93,000
Buildings	73,000
Electrical equipment	104,600
Total	$278,700

This station has measured up to every expectation, and has fulfilled the purpose for which it was designed in most satisfactory manner.

I take this occasion to again thank you for your support in this undertaking, and to congratulate the people of San Diego upon having a representative who so loyally links the public interest with that of his constituents.

Sincerely yours,

(Signed) R. S. GRIFFIN.

Honorable William Kettner, M. C.,
House of Representatives,
Washington, D. C."

In the "San Diego Tribune" appears the following item on January 10, 1914:

"Carling Tract east of city will be used. Largest Wireless station in United States will be built on 560 acres of land near Chollas Reservoir. Kettner telegraphs to the Evening Tribune. Plant will have four 600-foot masts and will be capable of sending messages 3000 miles in day time.

The United States government today purchased the site for the erection of one of the largest naval radio stations in the world at San Diego, the order being signed by Josephus Daniels, secretary of the navy. Notice was received by The Evening Tribune from Congressman William Kettner and confirmed through other channels.

The site purchased is the Carling tract, or a portion of it, lying between the El Cajon boulevard and Chollas valley, west of La Mesa and just beyond the Chollas Heights reservoir. The site borders the El Cajon boulevard. The tract comprises 560 acres, but it is not known whether the entire tract was bought.

The new station will be of 300 k. w. power when completed with four steel towers of 600 feet height in rectangular arrangement. It is stated that these towers are now being completed on contract previously awarded and will arrive in sections. Three of them to be erected as soon as possible forming a triangle.

The station will be the Pacific Coast radio home station in charge of Lieut. Commander George Sweet.

It is said about 50 families, officers, operators and recruits will be quartered at the new station and homes will be erected for them. There is no water on the tract and it probably will be piped from the city's reservoir at Chollas.

The site was inspected August 5, 1913, by Lieutenant E. H. Dodd, commander of the coast submarines and torpedo boats and at that time in charge of the wireless stations, Lieutenant Commander A. J. Hepburne, of the bureau of steam engineering, Washington, C. A. Carlson, civil engineer of the bureau of yards and docks, Washington, and Lieut. Fred Thompson, the government engineer now engaged in the erection of the coaling station at La Playa."

The following item appeared in the "San Diego Sun" January 10, 1914:

"Great Radio Station Here for U. S. Assured.

"Following out the policy of making San Diego one of the principal rendezvous on the Pacific coast for the U. S. navy, secretary of the Navy Josephus Daniels has completed arrangements for the erection near here of one of the largest radio stations in the world, according to telegraphic advices from Congressman Kettner at Washington, D. C. received today. Daniels has signed the order for the purchase of the Carling tract, near the Chollas Heights reservoir as a site for the mammoth station.

When the radio plant is installed it will be possible not only to communicate with warships off the coast of California, but communication with Washington and with the territory of Hawaii will also be possible.

The announcement today of the purchase of the tract was the result of a recent visit of Secretary Daniels to San Diego. Daniels has already announced, as a result of the visit, that the navies of the world will anchor in the Harbor of the Sun in 1915. The following telegram telling of the purchase of the Carling tract was received today by The Sun from Congressman Kettner at Washington, D. C.:

'The order has been signed by the secretary of the navy to purchase the Carling tract near San Diego on which the government proposes to erect one of the largest radio stations in the world. William Kettner.'"

William G. McAdoo
and
San Diego and Arizona Railroad
(A friend in need.)

In October, 1914, I commenced receiving letters from different people in San Diego, especially the officials of our Fair, asking me to prevail upon the President to accept their invitation to open our Fair personally, on January 1, 1915. Failing in this they mentioned different cabinet officers who might be invited, though I could see from the letters of Mr. G. Aubrey Davidson, the president of the Exposition, and others, that there was a strong leaning toward the Secretary of the Treasury. I also had been having considerable dealings with Secretary McAdoo, more than with other cabinet officers, and had always found him courteous, affable, and

kindly disposed to assist in all up-building projects. When I learned that it would be impossible for the President to be present, I extended the invitation to Secretary McAdoo. At first he declined, as he stated it was almost impossible for him to leave. At that time he was one of the busiest men in Washington, with the portfolio of Secretary of the Treasurer and other duties. Finally he notified me that he would take time to go to San Diego in company with Mrs. McAdoo. I personally arranged for their sleeping car accommodations and route. The people of San Diego as usual treated him so royally that on his return we became more friendly, if possible, as I never visited his office but that he spoke of the beautiful Fair and of the kindness of my people.

A year or so later when he was contemplating a trip to the Pacific Coast I assured him that Coronado was just the place for him, where he could enjoy the ocean, and take trips in our back country, and combine ocean and mountain scenery. He acted upon my suggestion and while here he again met our people and talked over our plans and ambitions for the city. He was shown what the San Diego & Arizona Railroad would do for us.

After the United States entered the World War officially all new railroad building in the United States had to be discouraged by the Administration because of the shortage of materials and labor, unless it was shown that such new construction was absolutely necessary. Mr. McAdoo, who was then the head of the U. S. Railroad Administration, as the railroads had been taken over by the government, had this matter in charge.

When a communication was placed on Mr. McAdoo's desk, stopping all work on the San Diego & Arizona Railroad, Mr. McAdoo not only blue penciled this order, I am happy to say, but he did so without interviewing or seeing anyone in regard to it, as he stated he had personal knowledge that the railroad was a necessity.

His secretary telephoned my office and advised me of

To my friend W K
with assurance of
regard and friendship
John L Wrecker

the action taken by Mr. McAdoo. At a later date he helped us secure steel rails to continue this good work.

"McAdoo, Cotton & Franklin
Attorneys at Law
120 Broadway
New York

March 31, 1920.

Dear Mr. Kettner:

I have your letter of March 30th, asking me for the reasons why I declined, when Director General of Railroads, in 1918, to stop work on the San Diego and Arizona Railroad.

At that time, as you know, it was necessary to conserve labor and supplies throughout the country in order that production for war purposes should be maintained at the maximum. Therefore, the policy of the Railroad Administration was to cut off all unnecessary railroad construction and improvement. Among the cases brought to my attention was the San Diego and Arizona Railroad, which was then under construction, and it was recommended that this work be stopped.

After a careful consideration of all the facts and knowing, as I did, San Diego's need of additional transportation facilities, I felt that a great injustice would be done not only to San Diego but to everybody who did business with that City, or who wanted to travel to and from it, if this railroad should not be promptly finished. I took the view that the work was of such importance that it was an exception to the general rule and I, therefore, ordered that it proceed without interruption.

I am glad to hear that the railroad is now in operation. I am sure that it will be of immense benefit to the important city and harbor of San Diego and of enduring convenience and comfort to all the people of the Southwest.

With warm regards, I am

Cordially yours,

W. G. McAdoo.

Hon, William Kettner,
House of Representatives,
Washington, D. C."

SECOND MARINE ADVANCE BASE

When the Congress adjourned March 4, 1915, naturally I returned home to San Diego to view our beautiful Exposition. It was with pardonable pride that I walked through the driveways and wonderful exhibits, since I had taken some part in its upbuilding.

While in San Diego I had the pleasure of meeting General Joseph H. Pendleton (then a Colonel), who was in command of the marines stationed in San Diego. As we were enjoying a dinner at the Cristobal Cafe one day, he made the remark that San Diego, in his opinion, would be the proper place for the location of an advance Marine Base. This sounded rather amusing, but I listened attentively to what he had to say and even took up the question of location with him. Without hesitation he suggested North Island as the logical place for the Marine Base. I did not agree with him, and stated that I thought what was then known as "Dutch Flats" would be the proper location. I had lived on Horton's hill for seven years and in looking out over "Dutch Flats" had visualized it into a beautiful place, and wanted my dream to come true. We discussed this question some two or three weeks, and the General finally agreed that if I would take the matter up in Washington he would strongly support me, and he surely did. When Major General George Barnett, Commandant of the U. S. Marine Corps, visited San Diego later General Pendleton converted him to an appreciation of the splendid possibilities of San Diego and "Dutch Flats". Between us we convinced Assistant Secretary Franklin D. Roosevelt, who rendered us every assistance. As the Secretary would not put this item in the recommendations to Congress I was forced to introduce a bill, copy herewith:

To Hon Wm Kettner.
not only a good M C. but
a first Class Marine
George Barnett.
Major General Commandant.
U. S. Marine Corps.

"64th Congress,
1st session. H. R. 7629.

IN THE HOUSE OF REPRESENTATIVES

January 5, 1916.

Mr. Kettner introduced the following bill; which was referred to the committee on Naval Affairs and ordered to be printed.

A BILL

Providing for the purchase of lands for a marine post.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That the Secretary of the Navy be, and he is hereby, authorized to purchase a suitable tract of land on or near the Bay of San Diego, San Diego County, California, for a marine post to be used for advance base or expeditionary purposes.

Sec. 2. That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of purchasing said tract of land to be used by the Secretary of the Navy, the sum of $250,000, or so much thereof as may be necessary for said purpose, to be available upon such purchase made.

January 5, 1916. Referred to the Committee on Naval Affairs and ordered to be printed."

The first appropriation was for $250,000 to buy 232 acres of land from the San Diego Securities Company, a copy of check herewith attached:

"June 15, 1917.

Navy Recruiting. U. S. Navy Recruiting Station
17 Post Bldg. 8th & Broadway
San Diego, California. 280

Treasurer of the United States

Seal

Pay to the Order of San Diego Securities Company $250000.00
Two Hundred Fifty Thousand and No/100.....Dollars
Object for which drawn:

Vo. No
Purchase 232 acres
Land Marine Base.

E. A. Swanson,
Lieutenant, U. S. Navy, Rect.
U. S. N. Recruiting Officer."
54106

The city of San Diego donated to the government for this site, some 500 acres of tide flats. Admiral Frederic R. Harris, who was then Chief of the Bureau of Yards and Docks, Navy Department, was not at all

in favor of this project, and it made very little headway until after the Naval Committee visited San Diego and viewed the site personally. Upon their return to Washington, Mr. Lemuel P. Padgett, the Chairman, and Mr. Thomas S. Butler, the ranking Republican member of the committee, stated that the committee was more strongly in favor of the proposition after viewing it than before, and so informed Admiral Harris. From that time the matter progressed more rapidly.

With the assistance of Colonel D. C. Collier and Mr. George Burnham, who appeared with me before the Attorney General, we finally succeeded in having the title cleared.

The following is a page taken from a record of my actions each day in the Congress which my secretary kept for her files, and which she wrote as if I had been talking:

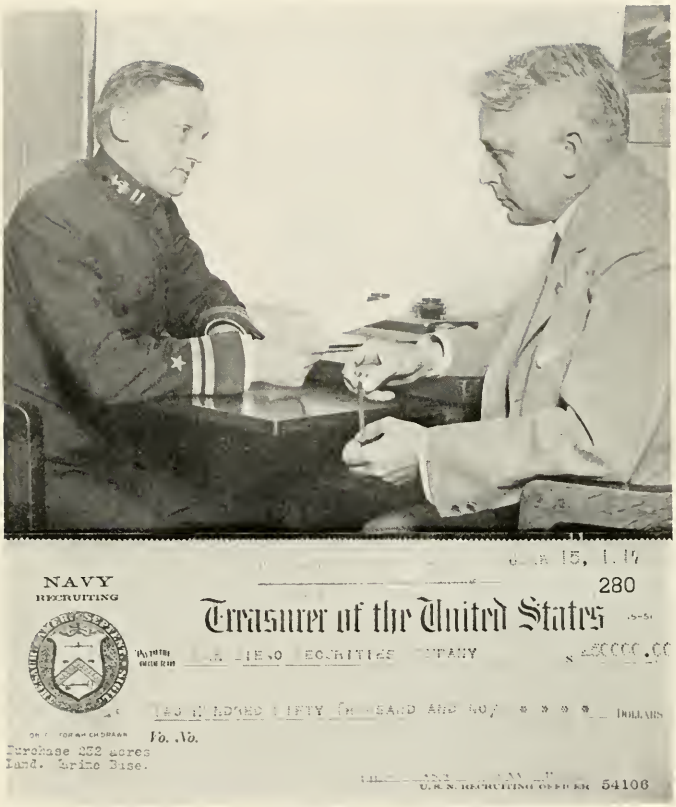
"April 27, 1917.

"Colonel Collier and I called on Secretary Roosevelt this morning, and he wrote out a personal order to Mr. Egerton to expedite the Marine base matter as much as possible. We called on Mr. Egerton also and he called in Mr. Martin. We spent two hours with him going over different points he brought up. Colonel Collier explained matters to them, but one point was not clear to them, which seemed rather ridiculous to us. Mr. Martin does not know whether the San Diego river ever was navigable. We then spent the afternoon with the War Department in persuading them to write me a letter showing that the San Diego river was not navigable. We hope to take it up again with the State Department.

"On my return to office, I learned I had missed roll call."

Senator Warren G. Harding, afterwards President of the United States, gave his support through the solicitation of Mr. Henry H. Timken. I must add, to the credit of Admiral Harris, that when he learned that the Naval Committee was in earnest he not only pushed the project but permitted us to name Architect B. G. Goodhue of New York to lay out the general plans.

George Burnham, with his magnetic personality and persuasive qualities, aided me materially. He spent some



Lieutenant E. A. Swanson, U. S. N., Giving to Mr. George Burnham, President of San Diego Securities Company, Check in Payment for Land for Marine Base.

time in Washington, assisting in the passage of this legislation through the House and Senate.

On page 398, pamphlet 12, of the Hearings of the Naval Affairs Committee of the House of Representatives on Estimates, submitted by the Secretary of the Navy, for 1915, the following statements were made, December 7, 1914:

"The Chairman: Some time since, in conversation with the Secretary, as I understood him, he said to me that it was desirable to use San Diego, which is farther south, as the station for the marines, and that the policy would be ultimately to develop a marine station in Southern California on account of the climatic conditions and also for the reason of accessibility to the work of expeditionary forces in southern countries; has that matter been discussed?

"Gen. Barnett: I have discussed that with the Secretary of the Navy. I have given him my views, which are these, that any station created in San Diego or any other place in Southern California would have to be started absolutely anew. We have no land there. We have nothing. Climatically it would be a very good place indeed, but it would not do at all for the purpose for which we want the barracks—I have told them so—because we must have a place near the center of the recruiting district, because it would cost too much money to send the recruits down there and bring them back when we want them. Another thing, we can get all sorts of supplies much better at San Francisco, where the depot is located. If it is the policy of the Navy Department to establish an entirely new post at San Diego it would be for an advance base plant. Again, I think, except for climatic conditions, that San Francisco or Mare Island would be a much better place, because it is nearer the base of supplies."

Later, after General Barnett had made a visit to the Pacific Coast and visited several proposed sites, and after General Pendleton had so enthusiastically shown him our proposition, using all of his persuasive powers, General Barnett reported in part as follows:

"Page 2459, Hearings 64th—1st session.
August 26, 1915.

"Climatic conditions in San Diego are particularly suitable for an advanced base or expeditionary regiment or brigade to work outdoors the year round, and San Diego, being the southermost harbor in the United States on the Pacific Coast, is particularly well situated for such a post."

It took some time to convince the Naval Committee of the merits of this proposed site. It must be remembered that precedent requires that recommendations come from the Secretary of the Navy and the Secretary had not seen fit to include this item.

Our good friend Governor Wm. Stephens, who was then a member of the committee, assisted me with the result that I had the assurance from nineteen out of twenty-one members that they would help in the passage of my bill. When the Secretary learned of this through Col. E. S. Theall, who was then chief clerk of the Naval Committee, in answer to a question by the Chairman of the Committee, he made the following remarks:

"Page 3637 Hearings before the Committee on Naval Affairs, 64th—1st.

"Secretary Daniels: There is a place in San Diego, opposite that island (referring to North Island) and the city of San Diego offers to sell us, I think it is—

Mr. Stephens: Two hundred and thirty-two acres.

Secretary Daniels: Yes. 230 acres of land; and then the drainage to be done shortly would add about 500 more acres, and so we can get 732 acres with this drainage which we will not have to pay for, for $250,000. It would be a very desirable piece of property for the Navy to own, because we ought to have a marine base at San Diego."

Too much credit cannot be given to our dear friend, General Joe. His love of the Marines and San Diego is truly unlimited.

The following item appeared in the "San Diego Union", March 31, 1916:

"KETTNER'S NAVAL BASE BILL.

Representative Kettner's bill appropriating $250,000 for land on San Diego bay to be used as an advanced marine corps base is likely to be favorably considered, if one may judge from the hearing on the bill, that was recently given by the committee on naval affairs, and at which, it appears from the official report, the representative from this district made an exceedingly strong showing for the bill. Mr. Kettner began by explaining the need of a base 'necessarily near the territory where there is possibility of trouble', and by citing the views of experts on the subject.

ORIGINAL PLAN OF SECOND ADVANCE MARINE BASE, SAN DIEGO, CALIF.

He also explained the advantages of San Diego as regards climate and in other respects. He further showed that 'the navy department has recognized San Diego as a strategical base' as evidenced by the fact that since trouble has been pending in Mexico a force of marines has been kept in tents at points in and near San Diego and several times has been sent to points of disturbance along the western coast of Mexico. Mr. Kettner then explained the advantages of the 232 acres of land on Point Loma recommended as a site by General Barnett, commandant of the marine corps, and by Assistant Secretary Franklin D. Roosevelt, that being the property for whose purchase the bill provides. The city's offer of the 500 acres of adjoining tide lands was also set forth. Following is the verbatim report of the subsequent part of the hearing:

Mr. Kettner: Gentlemen, we have had the pleasure of having 107 senators and representatives in San Diego during the past year. They saw that the city was not only building docks and dredging its own territory, but that we spent $300,000 in federal territory, and I think if there is any project adopted in the senate it will be the San Diego project, because it has the merit. It is rational to suppose that where people help themselves, others are inclined to help them.

Mr. Chairman, a number of the members of this committee have been in San Diego, but for the benefit of those who have not I should like to show this relief map. This (indicating) is the entrance to the channel. We have 39 feet at lower low water and a warship can steam in at any time during the 24 hours.

Mr. Oliver: What is the width?

Mr. Kettner. It is 2000 feet at the narrowest point. At this point it is 5000 feet. This (indicating) is Point Loma. It is ten miles from here (indicating) to the proposed marine base. That point (indicating) is 500 feet high, 492, speaking accurately. You can see what protection that would give.

Mr. Butler: Is that rock?

Mr. Kettner: No; it is decomposed granite.

Mr. Butler: How many feet high is it?

Mr. Kettner: Five hundred feet.

Mr. Butler: And what is the width?

Mr. Kettner: From this point here (indicating) it is 8½ miles to the ocean. It averages from one to three miles.

Mr. Stephens: The coast is abrupt here (indicating)?

Kettner: Yes sir. Here are the fortifications, Fort Rosecrans. There are four 10-inch guns and many smaller guns. At the present time they are installing mortar batteries.

Mr. Butler: The government is doing that work?

Mr. Kettner: Yes, sir.

Mr. Butler: Would that be sufficient protection for the marine station?

Mr. Kettner: Yes, sir; I think so. We already have the fort and they are installing additional mortar batteries, which will protect it from all sides. The navy department has erected a

coaling station and a fuel oil station here (indicating). It is the only one in Southern California. They have placed the tanks in the canyons in order to make it more difficult for an enemy to locate their oil storage.

Mr. Butler: This (indicating) is the land for the marine station?

Mr. Kettner: Yes, sir.

Mr. Butler: That would not have the same protection?

Mr. Kettner: Yes, sir; I think better protection.

Mr. Butler: How is the labor market?

Mr. Kettner: It is very good.

Mr. Butler: What is the population?

Mr. Kettner: About 100,000.

Mr. Butler: Engaged in what pursuits?

Mr. Kettner: Manufacturing, fruit, fish, and olive canneries, and almost everything usual to a city of that size.

The Chairman: Why do you call that federal territory?

Mr. Kettner: This is the army map. This (indicating) is the harbor line and there (indicating) the bulkhead line.

Beyond the pierhead line is federal territory and is under the jurisdiction of the federal government. The federal government, therefore, is required to keep this territory open to commerce where the amount of commerce justifies it.

Mr. Stephens: Your bill provides for an appropriation of $250,000?

Mr. Kettner: Yes, sir.

Mr. Stephens: How many acres?

Mr. Kettner: Two hundred and thirty-two acres.

Mr. Stephens: If the government purchased the 232 acres for a marine corps base, then the city will give to the marine corps base 500 acres additional?

Mr. Kettner: Yes, sir.

Mr. Roberts: Is there any question about securing this land for $250,000?

Mr. Kettner: No, sir; that is agreed to. They wanted $400,000, and the Chamber of Commerce representatives met with them and agreed on $250,00.

Mr. Butler: How far is this from the southern boundary of California?

Mr. Kettner: Seventeen miles.

Mr. Butler: And how far from San Francisco?

Mr. Kettner: Four hundred and fifty nautical miles.

Mr. Stephens: As far as you know, everyone favors this location?

Mr. Kettner: Yes, sir.

Mr. Stephens: And there is no opposition?

Mr. Kettner: Absolutely none.

For my dear friend
"Bill" Kettner
John A Lyons
Major Genl Comdt
Hussarian Corps

Mr. Roberts: From the bulkhead line up to the pierhead line the distance is about 1000 feet, and piers and wharves could be built from the bulkhead line out to the pierhead line, providing wharves of about 1000 feet in length opposite this property?

Mr. Kettner: Yes, sir.

There was no opposition to the bill at any stage of the hearing, and the many questions that were asked Mr. Kettner indicated interest rather than objection. Of course, nobody can ever predict what congress may or may not do. But it looks very much as if Mr. Kettner had a very good chance to have his bill passed. That outcome would mean for San Diego a payroll bearing from 1000 to 2000 names. It would also mean improvements that would render very sightly a part of the bay front that is not at present especially attractive."

"Headquarters U. S. Marine Corps
Commandant's Office
Washington

June 12, 1920.

My dear brother Bill:—

Now that I have gotten back from, I will say, one of the most delightful trips of my life, I want to take this first opportunity of expressing to you my sincere thanks for all that you and your friends did to make the trip so enjoyable. While out there, of course, I visited what will be, in my opinion, the finest Marine Corps post in the United States, and this I attribute almost wholly to the great interest you took in getting a Marine Corps post in Southern California. Of course, there are always people to pick flaws in any service, and no doubt a great many have their hammers out for the Marine Corps, but I want to say that the Marine Corps is very strongly on the map and largely due to your great and influential help in putting it there.

We certainly enjoyed every minute of our trip and nothing in the world could have been finer and more enjoyable than our short stay down in your country.

Hoping that I may have the pleasure of seeing you soon again, and with kindest regards and best wishes for you and Mrs. Kettner, believe me,

Sincerely your friend,

George Barnett,
Major General Commandant.

Honorable William Kettner, M. C.
San Diego, California."

NAVAL TRAINING STATION

During the first year of our exposition Franklin D. Roosevelt, Assistant Secretary of the Navy, visited California officially. While here he also visited both expositions. It was only natural for me on his return to Washington to call on him and get his views regarding our San Diego exposition. He was really delighted with San Diego. During the conversation he made the statement that he found at Goat Island among the Navy boys so much sickness that it was quite distressing, and practically assured me that if I should make some effort to remove the Base to San Diego I could have his support.

I immediately started machinery in motion in Washington to carry out his suggestions, and among other things corresponded with our Chamber of Commerce at San Diego. All this work was rather slow and nothing definite was done until the war was practically over. In the meantime the city, through the Park Commissioners, had leased the Exposition park and buildings to the Navy, for a Naval training station, at a dollar a year. During my visit home instructions were received by my old friend, Captain MacArthur, then in charge, to look over San Diego with the idea of finding a site upon which to locate a naval training station. In company with Captain MacArthur, George Burnham, and other officers of the Chamber of Commerce, including myself, different possibilities as to location were viewed. We visited one at False Bay, another on the lower end of the Silver Strand and a third at Point Loma.

Captain MacArthur was strongly in favor of the Point Loma site. This was owned by the San Diego Securities Company. It then devolved upon the Chamber of Commerce and the good citizens of San Diego to raise practically $290,000 to buy the land, as there

SECRETARY EDWIN DENBY IN REVIEWING STAND AT SECOND ADVANCE
MARINE BASE, SAN DIEGO.
Read Admiral Hughes, William Kettner, Secretary Denby,
Major Gen. J. F. Pendleton, Major Gen. Geo. Barnett.

was absolutely no chance of the government moving down from Goat Island unless some big inducement was offered. How wonderfully the people responded to the call can be seen by mentioning a few of the prominent donations. I recall two large donations toward this fund from two of our highly esteemed citizens. One by Mr. John D. Spreckels for $15,000, handed me in person to turn over to the committee, and one sent in by Mr. George Marston for $10,000.

I might add here, also, that the San Diego Securities Company sold this property at a great loss to themselves. One of the most earnest workers in soliciting this sum of money, that seemed so immense to us, was past president of the San Diego Chamber of Commerce Mr. A. P. Johnson. He gave several months of his time almost exclusively to this undertaking. I wish now to thank them all, not only for their splendid work but in having the confidence in me to deliver to me the deed, which I am convinced was what made it possible for me to secure the first appropriation at that time. We must not forget in this connection that our "city dads" cheerfully gave the tide lands in front of the proposed training station. They also placed the deed to the tide lands in my possession, thus making it possible for me to state to the Naval Committee in Washington that I would place the deeds in escrow with the Secretary of the Navy, to become the absolute property of the United States just as soon as the Congress made the proper appropriations to start the buildings on this site.

"San Diego Chamber of Commerce,
San Diego, California.

June 23, 1919.

Hon. William Kettner, M. C.,
House Office Bldg.,
Washington, D. C.

Subject:
Naval Training Base.

My dear Mr. Kettner:

It is with very much pleasure indeed, that the writer finds

upon his return from a week's trip that the Appropriation bill containing the Naval Training Base feature, passed the Senate.

We congratulate you for having so successfully handled this matter, which under the circumstances, was, we realize, particularly difficult.

Needless to say our community is delighted and appreciate more than ever what a splendid representative we have.

Very sincerely yours,

MELVILLE KLAUBER,
President."

An extract from a letter written by Admiral Thos. Washington, Chief of the Bureau of Navigation, Navy Department, December 26, 1922:

"As you know, the Budget gave us nothing for San Diego, in so far as the Training Station is concerned; but in the hearings we brought it before the sub-committee, calling attention to our needs there, and we found that Representatives Kelley, Byrnes and Oliver were very sympathetic and managed to give us $330,000 for the training station. The Senate has accepted that amount. I am hoping, therefore, that we will make a good showing in the way of additional buildings during the coming year, and, when Congress meets in December next, I hope the bill then agreed on will carry still more funds until we can gradually build up San Diego to the original intention."

"December 22, 1923.

Mr. Eugene K. Sturgis, City Clerk,
City Council of the City of Oakland,
Oakland, Calif.

My dear Mr. Sturgis:

I acknowledge receipt of your esteemed favor of recent date advising me of the Resolution adopted by the City Council of the City of Oakland, protesting against the removal of the training station from Yerba Buena Island to San Diego.

I appreciate the advantage to the San Francisco Bay region to have the station situated in the Bay, but I want to point out that the protests now flooding the California delegation in Congress and the Navy Department are a little late.

It was in 1919, two years before I took the oath of office, that Congress first made the appropriation providing for the removal of the training station to San Diego. Since that time a total of $2,000,000 has been appropriated and spent at San Diego for the training station alone. Five million dollars was the amount originally set aside through the activities of former Congressman Kettner for the San Diego training station, but later the amount was reduced and now the station will cost, when

completed, $2,300,000, the last appropriation of $330,000 being made in the present Naval Appropriation Bill.

During the war and subsequent thereto, up to 1920, San Diego had one of the most active representatives in Congress. He was backed to the limit by a Chamber of Commerce that left nothing undone to help him, no matter what the cost. Together they worked so successfully that San Diego Bay has more naval activities than any other city in the country and its functions as a naval base will probably increase, because of the start already made, rather than decrease. Of course, it is hard to say what might have happened if some of the protests now being made had been more timely, but it is reasonable to assume that some of this activity might have been saved for Northern California.

It is possible that the Department will retain part of the present training station on Yerba Buena Island. This is a matter that I am now working on and as soon as I have definite advices, I shall be glad to communicate with you again.

Yours sincerely,

SAMUEL M. SHORTRIDGE."

CONCRETE SHIPYARD

About the middle of May, 1918, the Scofield brothers, singly and together, came into my office in Washington, telling me that their company was one of the large contracting firms of Philadelphia and would like to get a contract to build concrete ships, possibly in San Diego. Naturally I was interested. I had previously received a letter from Mr. Charles Piez, Vice-President of the Emergency Fleet Corporation, stating that the Corporation was willing to let a contract for steel ship building in San Diego, which letter I presented personally to the business men of San Diego, in company with Mr. Bergendahl of Wisconsin, who wished to secure this contract. Upon my arrival home, I found that the citizens of San Diego were negotiating with some gentleman from Pasadena, which complicated the situation, and we failed to make the proper guarantees to the Shipping Board. Having this in mind, I listened attentively to the Scofields, who advised me that they had the matter practically settled and that it would take only a little influence on my part to close the deal for them. I called on Mr. Edward N. Hurley, then chairman of the Ship-

ping Board, and explained the situation to him. I might add here, by way of parenthesis, that I had been fortunate previously in extending a small favor to chairman Hurley, which it seems he had not forgotten. He called in Mr. Bainbridge Colby and found that the Scofield Engineering Company was not on the list of five firms to be selected to build concrete ships. I soon discovered that Mr. Isidore B. Dockweiler, of Los Angeles, then in Washington, was working strenuously for Mr. F. H. Wurster, of the Wurster Construction Company, one of our Southern California contractors. I explained to Mr. Dockweiler that Los Angeles had already two ship building plants and that we in San Diego were entitled to this concrete yard. After discussing the matter for a day or two, I found out incidentally that Mr. Wurster's name was not on the list, but that the name of Bent Brothers, of Los Angeles, did appear. I informed Mr. Dockweiler and he agreed finally that, if I could have the name of Scofield Brothers included, he would assist me. This he did most effectively. We were successful in closing the contract for Scofield Brothers, after showing the splendid record made in concrete work by this firm. Through my acquaintance and ability to enter through another entrance than the main one, I made this fight on a proposition represented as "practically settled" while the representatives of the Scofield Engineering Company waited for me at the foot of the stairs. Mr. Colby helped rush the details through the Board and we were able to telegraph on May 28 that the contract had been closed. Papers were drawn up the next day and sent to Mr. R. J. Wig, then in charge of the concrete division for the government. The Scofield Engineering Company was very appreciative and informed me that, while they had made a trip to San Diego, they were not so well acquainted with the local men as they would like to be; nevertheless would make the construction company a San Diego corporation. They kept their word and appointed as directors Mr.

To my Dear Friend
Hon. William Kettner
with best wishes from
Isidor B. Dockweiler
May 20-1917.

George Burnham, Senator L. A. Wright, also Mr. P. M. Johnson, whom they had never met. Upon my recommendation, they appointed my personal friend, Mr. James M. Milburn, of whom they had never heard, authorizing him by wire to take immediate charge at San Diego. The shipyard was built upon ground leased from the city at the foot of 32nd Street, where I am happy to say they finished two of the best concrete ships built during the war. Mr. Milburn is still with them in the erection of big buildings which they have since constructed in Los Angeles, including the Biltmore Hotel.

"UNITED STATES SHIPPING BOARD
Washington,

June 22, 1918.

Hon. William Kettner
House of Representatives,
Washington, D. C.

Dear Mr. Kettner:

Permit me to take this occasion to express to you my great appreciation of the service which you have rendered to the United States Shipping Board Emergency Fleet Corporation, in the matter of assisting in obtaining a most highly favored location for the establishment of a concrete shipyard at San Diego.

Our engineers reported that the site which you were so instrumental in aiding us to get is the best, for the purposes intended, anywhere in the United States. I feel that it was very largely due to your effort and cooperation with the Shipping Board that we were able to have the advantages of this excellent location, and we confidently expect that the results obtained in concrete ship construction at San Diego will fully justify the prediction of our engineers.

Again thanking you for your cooperation and assistance, I am,

Sincerely yours,

EDWARD N. HURLEY,
Chairman."

MARINE RAILWAY

Shortly after the occupation of North Island by the Government, the marine railway, located on the southeast corner of the island, was wrecked by the officers in charge, leaving San Diego Bay practically without marine ways. There were numerous coal barges owned by the navy, in San Diego Bay, which made it necessary for the navy, as well as for all shipping, to have some means for repair of small ships in San Diego. This matter was brought to the attention of the naval officials at Washington, and after considerable delay I finally convinced Senator Claude A. Swanson of Virginia, who was acting chairman of the Naval Affairs Committee in the Senate, that it was absolutely necessary that the Navy do something along this line, and through his influence the Senate committee inserted an item of $175,000 for a marine railway to be located near the coaling station in San Diego Bay, by act of July 1, 1918. The conferees of the House in talking over the Senate amendment No. 109, when Admiral Charles W. Parks, Chief of the Bureau of Yards and Docks, was before them, brought out these facts:

"Document No. 20, Committee on Conference, House of Representatives, Wednesday, May 29, 1918.

The Chairman (Hon. Lemuel P. Padgett); 109, Naval fuel depot San Diego, Cal., marine railway, $175,000. Tell us about that.

Admiral Parks: At the time we took that property (meaning North Island) there was a small railway that had to be abandoned and the bureau considered it proper under contingent to replace those facilities, but the commandant of that district was very much against the construction of any other barge marine railway; it was too small. He insisted upon our increasing our allotment under contingent to construct a 2,000-ton marine railway, the justice of which I could not really see. So after getting sufficient information to make me believe that it was desirable to construct a marine railway at an early date, I asked for that item. The cost could not be properly paid out of contingent for

Rear Admiral C. W. Parks,
Chief of Yards and Docks, U. S. Navy.

anything of that kind and I would not feel like trying to back up an expenditure for that purpose.

The Chairman: In other words, you want an authorization.

Admiral Parks: It is the only thing that would be available south of San Francisco, and the district has a good deal of activity, especially down on the Mexican coast.

The Chairman: Have we already a fuel depot there?

Admiral Parks: Yes, to which is being added an oil station now under contract.

The Chairman: What is the estimated cost of the depot that we are building there? There you can insert that if you have not the figures with you.

Admiral Parks: I will insert some figures for that; I am not certain whether there is a lump sum for that or not. The contract for fuel oil storage based on unit prices will amount to about $335,000.

Mr. Riordan: Is this not on the land we purchased some years ago?

The Chairman: The Marine Barracks at San Diego is on that land. I do not know whether the fuel depot is on that land or elsewhere. I do not know where you are building the fuel depot.

Admiral Parks: I have not seen that station; I am not familiar with the locations generally.

Mr. Riordan: Will you please put in the record whether this was on this land or on some other land?

Admiral Parks: The Marine barracks is not to be on the land of the fuel depot which is located near Point Loma. The Marine barracks will be on the land recently purchased much nearer the city.

The Chairman: Please ascertain and give us the location of that land. For what use is that to be?

Admiral Parks: For handling submarines and light gunboats and destroyers based at San Diego.

The Chairman: In other words, the fuel depot is going to have a small repair shop in connection with it?

Admiral Parks: There probably will be a small repair shop there, to be handled by men of the fleet.

The Chairman: For the repair of submarines and small boats?

Admiral Parks: The patrol that is now being based for war purposes. That extends as far as Pinchilinque Bay, down on the eastern coast of Lower California.

The Chairman: You have no docks at San Diego.

Admiral Parks: None whatever. A 450-mile trip to San Francisco is necessary.

The Chairman: And this is in lieu of a dock for the repair of small boats, bringing them up out of the water where they can be handled as they would be in a dock if they had one?

Admiral Parks: That is for the purpose of doing that.

The Chairman. The marine railway would not be used in any way in the delivery or receiving of oil from the ships or to the ships?

Admiral Parks: Not for that purpose at all, but to take care of barges that are used for the oil handling.

The Chairman: Is it really for dock purposes?
Admiral Parks: For docking and cleaning.
Mr. Browning. It could not be used at all for oil?
The Chairman. No."

The conferees of the House at the conclusion of their examination agreed to the Senate amendment. The Bureau of Yards and Docks, under Admiral Parks, gave this matter attention and plans were immediately submitted and approved and the contract let to the Ross Construction Company, under contract No. 3219, on November 8, 1918, though the work did not actually begin until the first of 1919. $153,194.07 was spent and the work was three-fourths completed when I made a trip to San Diego. As usual I drove around to the different naval activities, and after watching the construction of this marine railway for some time I reached the conclusion that if this project as planned were permitted to be completed it would be all that we could ever get in my day in San Diego in that line, and that it would be inadequate from the time of its completion.

At a reception tendered to me at the Grant Hotel, I stated my views to those assembled, which were to the effect that the Scofield Engineering Company was completing two concrete ships for the U. S. Shipping Board and that in my opinion it would be the proper thing for the Council when the land and plant reverted to the city to turn it over to the Navy for a general marine railway and dry dock which would be able to take care of the new ships about to be sent to the Pacific Coast, as the Secretary had already issued an order dividing the fleet.

The Chamber of Commerce backed me up in my suggestion, and upon presentation of the matter by the Chamber, the Common Council heartily agreed that it was the proper thing to do and prepared the necessary papers to turn over this land to the Navy Department. Upon my return to Washington I presented all of the facts to the Secretary of the Navy. He coincided with

my views and ordered the work at the La Playa location stopped. With the permission of the Secretary I presented the matter to the Hon. John Barton Payne, then Chairman of the Shipping Board. He saw the economy of saving this plant upon which the government had spent some $3,000,000 and dictated a letter to Secretary Daniels, which I delivered personally, copy herewith:

"March 3, 1920.

My dear Mr. Daniels:

A hearing was recently held before the House Committee on Naval Affairs in connection with the concrete yard at San Diego. I am advised that some members of the Committee were concerned about the settlement to be made with the Pacific Marine and Construction Company, who are agents of the Fleet Corporation in the construction of two concrete ships to be launched this spring, and whether by taking over the yard, the Navy assumed any liability.

Negotiations are now pending with the Pacific Marine and Construction Company, looking to the settlement of this contract, but nothing in connection with these negotiations should in any way embarrass the Navy or the Naval Affairs Committee in proceeding at once to take over the yard immediately, or at least that portion of it which is not used in connection with the building of these two ships. The Navy assumed no liability in connection with this settlement with the Pacific Marine and Construction Company, and there is nothing in the assignment which imposes any liability on the Navy.

Yours very truly,

JOHN BARTON PAYNE,
Chairman.

The Honorable,
The Secretary of the Navy,
Washington, D. C."

Shortly after, Mr. Payne was made Secretary of the Interior and Admiral Benson was made Chairman of the Shipping Board. His associates brought up a great many question regarding this transfer, which held it up for several months, but finally, through the efforts of Hon. Fred A. Britten and Hon. William B. Oliver, the differences of interpretation as to what was meant by Mr. Payne's letter were settled.

Letter written by me just before closing the deal:

"334-5 Spreckels Bldg.,
San Diego, Calif.,
August 18, 1920.

Admiral W. S. Benson, Chairman,
U. S. Shipping Board,
Washington, D. C.

Dear Admiral:

The people of San Diego have just ratified, by a vote of 113 to 1, the several deeds given to the Navy by our City Council. The Congress at the last session appropriated for these several projects. They all seem to be clear, with the exception of the concrete plant, which the Naval Committee of Congress considered settled so far as the Navy was concerned, when they made an appropriation of $750,000 on the strength of a letter written by the former Chairman of the Shipping Board, to the Secretary of the Navy. I have, also, been informed that the Shipping Board has made settlement with one and perhaps two of the plants that were building concrete ships that had identical contracts as that of the Pacific Marine and Construction Company, operating in San Diego.

I have been informed by Admiral Welles in San Diego that the Navy needs this plant very badly; in fact the Congress three years ago appropriated for a Marine Railway in San Diego, which was partially built but held up until this controversy is settled. The present status of the case, as I understand it, is that the Shipping Board has assigned its contract with the city of San Diego to the Navy; the Common Council of the city of San Diego has given the Navy a deed for this land, and the people of San Diego have ratified that deed by a vote of 113 to 1. The former Chairman of the Shipping Board has written a letter to the Navy, as per copy enclosed, (mentioned above), and the people of San Diego cannot understand why the Shipping Board does not make final settlement with the Pacific Marine and Construction Company so as to permit the Navy to use this plant in place of sending their destroyers to Mare Island, at quite an expense to the government.

I trust you will give me a full explanation of the Shipping Board's side of this case as I expect to bring the matter before the Committee appointed by the Congress, consisting of five members of the Senate and five members of the House, when they arrive in San Diego.

Sincerely yours,

WILLIAM KETTNER."

"NAVY DEPARTMENT
Office of the Solicitor.

20924-125:107
S-E-B
September 1, 1920.

My dear Mr. Kettner:

I have been requested by the Secretary of the Navy to reply to your favor of the 14th ult., and to say that the necessity for the formal ratification of your State Legislature of the several conveyances by the City of San Diego to the U. S. shall not interfere with the commencement of work by the Department on the sites affected.

Orders have been given to proceed with the development of the various projects without waiting for final action by the Department of Justice on the title papers.

The above does not apply, however, to the Repair Station. With reference to this last named site, there are, as you may be aware, some complications growing out of the Shipping Board's tenure of the premises.

However, it is anticipated that the existing obstacles to immediate development will soon be removed so that work may be started in the near future.

You may rest assured that the Solicitor's Office will continue to co-operate to this end.

Trusting you are enjoying good health and that you will convey my regards to Messrs. Davidson, Burnham and other pleasant gentlemen of your City, whom I have had the pleasure of meeting in connection with the Navy's activities in and about San Diego, I am,

Yours very sincerely,

GRAHAM EGERTON, Solicitor.

Hon. Wm. Kettner,
334-5 Spreckels Bldg.,
San Diego, California."

The work on the marine railway was suspended November 21, 1919, and contract declared closed. On February 21, 1921, under contract No. 4297, work was started on the marine railway located at the destroyer base and completed in February, 1922, with an expenditure on contract cost of $261,738.78.

This was brought about by the law of June 4, 1920, H. R. 13108 66th Congress:

"Naval fuel depot, San Diego, California, increase capacity of marine railway to two thousand five hundred tons and transfer of same to naval station site on San Diego bay, California, and to provide additional shore facilities at said station $750,000; toward the construction of a store house and fleet landing at the foot of Broadway, San Diego, California, $400,000; in all $1,150,000."

I am very happy to state that this is fast becoming one of the finest marine repair bases and mechanical training schools of the Navy.

I learned that it was extremely difficult to stop a contract already started when authorized by Act of Congress, for no one cared to assume the responsibility of issuing the necessary order to discontinue the work, even though it was clearly for the good of the service.

Naval Warehouse.

From time to time, letters reached my office from merchants of San Diego and from representatives of mercantile associations, telling of the difficulties of bidding on naval supplies to be delivered at some distant point where there was a warehouse, even though the goods were to be used in San Diego waters. I took up this matter on several occasions with the Chief of the Bureau of Supplies and Accounts, Admiral Samuel McGowan, and his assistant, Admiral C. J. Peoples, with no favorable result. But after Secretary Daniels' trip to this coast, and Admiral McKean, Admiral Parks and Commander Hilton had made their report, Admiral McGowan finally agreed with me that there was a real need and sent a recommendation to the Secretary for the building of a supply station. This was accepted by the Secretary, who added his recommendation, and as a result the Congress made the first appropriation as shown in law of June 4, 1920, H. R. 13108, 66th Congress:

"Toward the construction of a storehouse and fleet landing at the foot of Broadway, San Diego, California, $400,000."

"Navy Department

(Bureau of Supplies and Accounts)

Washington, D. C.,
9 October, 1919.

Honorable William Kettner, M. C.,
334-5 Spreckels Building,
San Diego, California.

My dear Mr. Congressman:

Referring to the question of future development at San Diego, as presented in your letter of the 29th ultimo, it is my understanding the board which accompanied the Secretary on recent inspection is now working on its report and expects to submit its conclusions in the near future.

Commander Hilton has discussed with me the advantages of the proposed site for supply department activities and from his description it is an ideal location and admirably suited for the purpose intended.

Commander Hilton's account of the trip also testifies to the wonderful hospitality of the people of San Diego and I again express regrets that I was unable to make the trip.

Faithfully yours,
Samuel McGowan."

Rear Admiral Christian Joy Peoples.

CAMP KEARNY

The residents of San Diego will remember that we had just closed a Fair which lasted two years, and that times were very hard and growing worse every day when the U. S. Government decided to locate Camp Kearny near San Diego.

My friends have informed me time and again that the location of this cantonment at Linda Vista prevented a serious financial crisis in San Diego.

This was, without doubt, one of the hardest propositions to put over during my term in Congress, for the reason that our sister city north of us had sent to the executive officers in Washington and members of Congress wires and letters to the effect that if the camp were located at San Diego the proximity to Tia Juana would be a detriment to the young men sent for training.

"Los Angeles, California.
November 15, 1918.

Hon. William Kettner,
House of Representatives,
Washington, D. C.

My dear Mr. Kettner:

My intimate acquaintance with your work as Congressional Representative of the State of California in general and San Diego in particular, as well as my familiarity with local conditions in the southwest during the war prompts me to write this letter expressing my appreciation of what you have accomplished. I trust that I am not presuming in so doing.

You will remember that as an Engineer I was associated with the construction of four military establishments in California under the Construction Quartermaster's Department, and subsequently was stationed at Washington, Pittsburg, and Bethlehem, as Supervising Engineer for the Housing Commission. This gave me the opportunity of closely observing the methods and results during this period on both sides of the continent and particularly in your Congressional district.

After the declaration of war there was intitiated an intensive construction program for building of cantonments, warehouses, shipping and the like, and for the manufacturing of supplies for both the army and the navy. This work in the early stages of the conflict

was concentrated along the Atlantic sea coast in a radius of approximately ten miles, from Old Point Comfort on the Chesapeake Bay. I visited the following federal institutions: the Norfolk Navy Yard, the Great Docks and Warehouses at Norfolk; the Pig's Point Warehouses for which $10,000,000 was made as an initial appropriation; the Newport News Shipping Yard; the Langley Aviation fields, an immense embarkation station for live stock; and a cantonment, the name of which I do not now recall, which would accommodate troops who were being continually transported. In addition to this the battle fleet was anchored in Hampton Roads. This did not include the military equipment.

For the first six months there was little of any expenditure of funds on the Pacific coast, commensurate with this enormous outlay in the east. In the far west labor was more plentiful, supplies were easier to get, and consequently the unit cost of construction during this time was far more favorable.

Coincident with these conditions we had the most intensive bond drives throughout the country, including our Pacific coast. This resulted in the gradual drift of our financial resources from the Pacific coast to the East and the unbalancing of our western trade, finance, and labor.

These conditions were particularly acute in your city of San Diego. Business was depressed and it was a severe struggle for us to bear our quota in the bond subscriptions which our patriotic citizens assumed. Very largely because of these general conditions here it was urged that a cantonment might be placed in the southwest. There immediately arose a vigorous competition, if not strife, between the cities of Los Angeles, San Francisco, and San Diego. Because of local conditions this rivalry was more pronounced between Los Angeles and San Diego. The Chambers of Commerce and business organizations of these cities sent representatives and strong communications to Washington urging the merit of their respective localities and even attacking the propriety of accepting sites from their neighbors. Because of the efforts of various other sections of the United States to obtain these military establishments quite naturally the War Department was disinclined to locate cantonments in areas showing such bitter rivalry. This resulted in the temporary elimination of Southern California from the construction program. This was indicated by the following telegram:

'Washington, D. C.,
June 7, 1917.

Engineering Office, J. B. Lippincott,
Los Angeles, California.

As far as this office is informed there will be no cantonment in California.

(Signed) I. W. Littell,
In charge of Cantonment Divisions.'

About this date I went to Washington for the purpose of going into the service of the government in some capacity for the period of the war and naturally I called upon you as an old friend and representative of California. At that time you will remember that we entered into a discussion of the relative merits of sites for canton-

ments and more particularly for flying fields in California as compared to other portions of the United States. Because of the fact that we were always met with the objection that so much time and expense was consumed in transportation of men and supplies to our Pacific southwest we made a study of the relative number of stormy days in the two sections and particularly considered the interference of winter temperature in the drilling of troops in camps located in the northeast. We made computations of the interest on money investments that accrued during periods when out-of-door training was impossible in these various sections and of the corresponding pay roll loss to the government when men were idle on this account. We found that taking these factors into consideration that it was far more economical as well as decidedly more expeditious to establish camps in Southern California despite its remoteness than to train men on the Atlantic seaboard. This data you will remember we formulated into a report which was presented to the military committees of the Congress and published by them. Partly because of these arguments, military camps, especially flying fields, were put on our southwest Pacific coast.

Realizing the importance of eliminating the destructive rivalries between our different towns, and particularly in view of the telegram quoted above, at our conferences in Washington we decided to appeal to the Chamber of Commerce of Los Angeles and plainly state the situation. Consequently the following wire was sent from our office to Los Angeles organizations:

'Washington, D. C.,
June 7, 1917.

Engineering Office,
J. B. Lippincott,
Central Building, Los Angeles, California.

California probably will lose cantonment Linda Vista. Only chance concerted action by Los Angeles with San Diego may save it. Advise me promptly synopsis of telegram to Secretary of War by Los Angeles Chamber of Commerce and others supporting Linda Vista in order that we may use it respecting Los Angeles' claims.

J. B Lippincott.'

The following reply was received in answer to the above telegram, June 8, 1917:

'J. B. Lippincott,
Portland Apartments,
Washington, D. C.

Joint meeting Los Angeles and San Diego Chambers of Commerce this morning. Los Angeles Chamber and others heartily endorse Linda Vista and both organizations sent wires to Secretary of War. Rumor three camps on the Pacific coast.

(Signed) E. R. Bowen.'

Los Angeles abandoned her claims for a military establishment in her immediate neighborhood and proceeded to support San Diego in its efforts for an initial camp at Linda Vista. Because of your

close relationship with the Secretary of War as well as the Secretary of the Navy and because of the united effort of the two cities it was finally decided by the War Department that a camp should be established at Linda Vista.

From my intimate knowledge of the situation I consider that it was mainly due to your efforts with the War Department that finally located the cantonment at Linda Vista under the name of Camp Kearny. The following telegram was received:

'Washington, June 11, 1917.
Engineering Office J. B. Lippincott,
Los Angeles, Calif.

Secretary's office assures canvas camp for Linda Vista.

(Signed) I. W. LITTELL,
In charge Cantonment Division.'

The War Department in addition to the Linda Vista camp subsequently erected Fremont camp at San Francisco, and March Field near Riverside. The selection of this flying field I know was largely due to your efforts. They subsequently undertook, as you of course know, work at Fort Rosecrans at San Diego, and Fort MacArthur at San Pedro. A permanent, thoroughly equipped flying field for the army was also determined upon for North Island, but largely due to opposition on the part of the Army officers in charge, the work was stopped on the permanent structures there and the station changed to a temporary field.

I am not familiar in detail with your work with the Navy Department and its relation to the selection of San Diego as an important Naval base, but I am certain of one thing, to-wit, that the result of the expenditures of these public funds which you secured not only greatly improved the business situation in San Diego financially but it has resulted in the increasing importance of your city and bay of San Diego as a military base.

You will pardon my going into such an extended review of this situation, but I feel that it is but a mild expression of my personal appreciation of your efforts, and it is actuated by a desire that you may have something in your files to that effect.

Very truly yours,
(Signed) J. B. LIPPINCOTT."

NORTH ISLAND

In the latter part of the year 1910 or the first of the year 1911, D. C. Collier started a club in San Diego, of which I was a charter member, under the name of "The Aero Club of San Diego". Permission was asked of the Coronado Beach Company to use North Island as the site for an aviation club. Mr. Glenn Curtiss had been talking about coming to San Diego to establish an aviation school, and the Coronado Beach Company advised the Aero Club of San Diego on February 2, 1911, that it would grant Mr. Curtiss the privilege of establishing an aviation school and of erecting the necessary plant for conducting it for a period of three years from February 2, 1911. Mr. Curtiss and The Aero Club subsequently were given the use of North Island free of charge or obligation for aviation purposes. The Signal Corps Training School, U. S. A., was temporarily located on a part of the Island, about the middle of 1913, without rental charge, and this later became "Rockwell Field". This brings the situation up to the year 1914.

In the 64th Congress I took part in having the Committee on Military Affairs insert the following clause in the Army bill, which clause later became a part of the law and is known as the act of March 4, 1915, as follows:

> "The Secretary of War is hereby authorized and directed to appoint a commission of not more than three Army Officers, whose duty it shall be to report upon the advisability of the acquirement by the United States Government of land near the Bay of San Diego, San Diego County, Cal., and elsewhere on the Pacific, Gulf and Atlantic coasts, for an aviation school and training grounds of the Signal Corps of the United States Army, and said commission shall ascertain and report what would be the probable cost of acquiring such land, and the sum of $1,000, or so much thereof as may be necessary, is hereby appropriated to defray any expenses incurred by the said commission in the performance of the duties herein imposed upon it."

On March 31, 1915, General P. C. March, Adjutant General of the War Department, appointed Lieutenant Colonel Samuel Reber, Signal Corps, and Captain Richard C. Marshall, Jr., Quartermaster Corps, to act as this Commission, and to report upon the advisability of the acquirement by the United States Government of land near the Bay of San Diego, San Diego County, Calif., and elsewhere, and to ascertain and report what would be the probable cost of acquiring such land.

Previous to this time Colonel Reber had been in San Diego and thoroughly inspected this land. He had taken up the question of an aviation site with the Coronado Beach Company, which owned North Island. Colonel Reber conferred at this time with the Coronado Beach Company and also later on when he acted in conjunction with Captain Marshall. They failed to reach any agreement whatsoever with the Coronado Beach Company concerning the price of North Island, other than the statement that this property was not for sale. I quote a paragraph from Colonel Reber's letter of December 29, 1915, to the Adjutant General of the Army, page 5 of Document No. 687, 64th Congress, 1st session:

> "When the Spreckels Cos., which control sites Nos. 1 and 2, were requested to quote prices on these sites the vice-president and managing director verbally advised the commission that site No. 1 is not on the market. * * * No. 1 is North Island, where the Signal Corps Aviation School is temporarily located, and which has been occupied, through the courtesy of the Spreckels Cos., since the middle of 1913, without any expense to the Government."

Reports from officers of the Army Aviation Corps concerning North Island continued to come to Washington. Having failed to agree on a purchase price, Colonel Reber suggested that the Secretary of War ask the Judge Advocate General to appoint some one to make a thorough investigation of the title of North Island, per the following in Colonel Reber's report, as he had been informed while in San Diego that the United States had a title to the property:

"It having come to the attention of the commission that there is a doubt as the validity of the title to land on the littoral of San Diego Bay, a request was made on the Judge Advocate General of the Army that the question of these titles be investigated. A preliminary report, a copy of which is hereto appended, Marked G, was received on the 29th of this month."

The request as above stated was complied with and the following is the report of Captain D. P. Quinlan, who was appointed to make the report:

"Page 84 House Doc. 687
64th Cong. 1st Session.

Los Angeles, Cal., December 18, 1915.

From: Capt. D. P. Quinlan, Acting Judge Advocate,

To: The Adjutant General, through the Commanding General, Western Department.

Subject: Investigation of title to lands in littoral of San Diego Bay.

1. The following is a preliminary report of the result to date of my investigation of the status of central lands in the littoral of San Diego Bay, located within the zone reserved by the laws of Mexico of 1824, for purposes of national defense, and in which grants were made with the qualified right of the Government to retake the same for purposes of national defense at any time the proper officials decided that they were necessary for such purposes.

2. While in Washington in August, Col. Reber, in charge of the aviation section of the Signal Corps, stated that North Island (located within the zone referred to in paragraph 1) was desired for use by the Federal Government for aviation purposes. I informed him that I had made a casual investigation of the title and believed the claims of the private parties in possession could not be sustained against either the United States or the Pueblo of San Diego. This information formed the basis of a memorandum by Col. Reber to the Secretary of War, who approved the recommendation of the Judge Advocate General thereon that I be directed to thoroughly investigate the matter and submit a report that would include the usual data found in an abstract of title, and an estimate of the value of the property involved.

3. The preliminary investigation included a search of the Spanish and Mexican records, the study of Mexican laws available here, consultation with Mexican attorneys temporarily residing here, and the local United States Attorney. The latter has for years practiced law in San Diego, and in the communication attached is impressed with the contentions made by me in this report and the importance of pressing the investigation to completion.

4. The history of this grant is that one Henry D. Fitch, who held all the land permitted him under the laws of Mexico, induced Gov. Pio Pico to grant the Isla de San Diego (Coronado and North Island) to one Carrillo, the father-in-law of the said Fitch. Carrillo passed title on October 20, 1846, to one Simmons, who was ineligible under the colonization laws of 1824, being a foreigner, to hold the fee in

lands within 10 leagues of the sea without the express sanction of the supreme executive authority of Mexico, as lands in that zone were by the laws of Mexico of 1824 held in reserve for purposes of the supreme government. Simmons purported to pass title to one Frederick Billings and Archibald Peachy, December 9, 1849, and subsequently Billings presented his claim for confirmation to the board of commissioners appointed by Congress in 1851 for the adjustment of claims to land possible of being held in severalty by the laws of Mexico and in valid possession of private claimants at the date of the treaty of Guadalupe Hidalgo, basing his claim upon a 'deed of assignment dated December 3, 1850.' This claim was rejected by the board on October 1, 1854, in the following language: 'There is no evidence whatever that the original grantee has done anything whatever in the line of improvements, or that he or any other person has inhabited the same up to the day of his sale to said Simmons, but it does appear from the documentary evidence that he has sold the same before he had performed any of the conditions of inhabitancy or cultivation, in violation of the terms and conditions of the grant. * * * It is the opinion of the board that the conditions of the grant and the law under which the same was issued have not been complied with and that the claim is invalid and that the same should be rejected, and a decree will be entered accordingly.'

5. The United States District Court on appeal reversed the decision of the board of commissioners of October 1, 1854, and confirmed such qualified title as Billings had to the land on the date of the treaty of Guadalupe Hidalgo.

6. In reference to this action it is well settled by consultation of the laws of 1824 of Mexico, the regulations of 1828, the opinion expressed by Judge Ord, United States attorney at San Diego, at the time of the hearing of the appeal in the District Court, and Commissioner Thompson (who sat at the hearing and signed the decision rejecting the claim of Billings and that confirming the claim of the Pueblo of San Diego, that North Island and Coronado Island were in the exterior limits of that pueblo), that the jurisdiction of the commission appointed by Congress in 1851 was confined to hearing, confirming, or rejecting claims of title to lands capable of being held in private ownership in conformity with the law of Mexico and did not attempt to relieve such lands of any easement in favor of the National Government to which it had been subjected by the laws of that country in force at the date of the treaty of Guadalupe Hidalgo.

7. Aside from a contention that will be treated in my final report—that the land was not public land of the United States subject to sale, conveyance, or patent through the Land Department, and that by reason of the difference in the laws attaching to the territory in which Michigan and California were included at the date that they became a part of the United States, and diverse laws of those States relating to this question, the decision in the Chandler-Dunbar case (209 U. S. 447) is not in point—the following are the main theories upon which I am continuing the investigations:

The grant to Carrillo of North Island was issued under the decree of August 18, 1824, of the Mexican Government respecting colonization and under the regulations of 1828. Section 3 of the act of 1824 provided in the interests of national defense that no lands within 10 leagues of the seashore should be sold except upon previous ap-

proval of the supreme executive power. In the records of the proceedings for the confirmation of the grant to Carrillo it does not appear, and it is not claimed in those proceedings, that this authorization was ever given by the supreme authority as to grant. The intent of this reservation, as clearly appears from the reading of the entire law of 1824, was to insure the reservation of all lands necessary for the public defense. Irrespective of the fact of approval of the grant by the supreme executive authority, the most that the grantee of the provisional government received was the right to use the lands subject to the governmental reservation. In other words, North Island in the hands of the successor of Carrillo at the time of the acquisition of California by the United States was subject to the general reservation and rights in favor of the Government for purposes of national defense.

The confirmation by the United States of a Mexican grant is, as its name implies, merely a confirmation—not the creation of a new right. It confirms the title only to the extent that the grantee had received the same. If that title was imperfect (and only imperfect titles were required to be presented to the commission of 1851) so as to be, on the date of the treaty of Guadalupe Hidalgo, subject to a general reservation in favor of the supreme government for the use of such portions of the land as may be required for the public defense, then the confirmation by the United States is only of this limited title, and the land still remains impressed with a trust, or subject to an easement, in favor of the Government for the use without compensation, except for improvement, of such portions of the land as it may be determined from time to time are required for the public defense. (North Island is without improvement of any kind.) Mexican attorneys temporarily residing in Los Angeles inform me that the supreme executive of Mexico, as late as 1911, exercised its right reserved under the laws of 1824, to take such lands and devote them to purposes of national defense in the cities of Topolobampo, Guaymas, and Tampico Alto. The United States now being the supreme central authority has the power to exercise and assert those rights which were reserved to its predecessor, and which it has in nowise surrendered, unless it could be claimed that by the issuance of the patent those rights were surrendered.

This latter question is one that requires further investigation, and also the question as to whether or not, upon the decree of confirmation becoming final, it could be successfully claimed that there was an adjudication that the previous approval by the supreme executive had been given, and that the effect of such approval and issuance of the patent would be considered by this Government as relieving it from the servitude placed upon it by the laws of 1824. The Mexican attorneys referred to further inform me that the supreme executive authority of Mexico and the courts hold that such approval in nowise relieve the land at present in Mexico of the liability (for improvements) allowed for such retaking as decided by arbitration or a court of equity.

I am inclined to the opinion that both of these questions would be answered in favor of the Government, but desire additional time to report my conclusions.

If I am right in the tentative opinion outlined above, then the patent itself would not be attacked in a proceeding brought to en-

force the rights of the Government. On the contrary, the patent would stand, but the title conveyed would be subject to the easement in favor of the Government, a situation similar to that which has been developed in California with reference to State tide lands under recent decision of the supreme court of that State (166 Cal. 556) which has become final, where it is held that under certain laws authorizing the sale of State tidelands the legal title passed, but, such title was subject to the public trusts upon which the lands were held, particularly those in the interest of navigation and commerce, it being clear from that decision that such lands can be taken and used by the State not only to the extent that they are required for such purposes, but (as noted by the action of the legislature in the acts of March 2 and 9, 1897,) they were liable to be taken and devoted to purposes of national defense, or technically legal title passed subject to an easement in favor of the public.

The nature of the qualified titles given to private parties to land of this character is fully discussed in the tide and submerged land brief and the memorandum prepared by me treating of the easement in favor of national defense in tide-land frontage on military reservations in the State of California, copies of which are on file in the office of the Judge Advocate General. I desire that the relevant portion of these briefs be consulted in considering this matter.

Prominent people and organizations in the City of San Diego are now agitating the question of compelling the legal department of the city of San Diego to take action with a view to securing the lands of Coronado and North Island to the city, alleging that they were confirmed to the city as pueblo lands January 22, 1856, by the Board of Land Commissioners created by Congress in 1851 for the purpose of settling private claims arising under the treaty of Guadalupe Hidalgo. The order of confirmation and the relevant portion of the proceedings of the board read as follows:

'Decree of Confirmation

> The President and Trustees of the City of San Diego vs. The United States. In this case, on hearing of the proofs and allegations, it is adjudged by the commission that the claim of said partitions is valid; and it is therefore decreed that the same be confirmed. The land of which confirmation is made, is situated in the county of San Diego, and is known as the Pueblo or Town lands of San Diego, and is bounded as delineated on the map filed in this case and marked "Exhibit A. G. T. B." to the deposition of Santiago Arguello, to which map reference is hereby made for a more particular description.
>
> Alpheus Felch,
> R. Aug. Thompson.
> S. B. Farwell.
>
> (Indorsed): No. 589, City of San Diego, Pueblo Lands decree of confirmation. Filed in office Jan. 22, 1856.'

Judge Field, one of the most learned jurists in California, in a decision relating to the Pueblo lands of San Francisco (75 Cal. 388) held that there was exempt from the grant to the Pueblo the land that was dedicated, reserved, or otherwise devoted to purposes of the superior government. This decision would be controlling should the city of San Diego secure confirmation of its title to these lands.

The express object of the organization referred to herein is to devote these lands to the Federal Government for purposes of national defense should the claim of the city be sustained.

8. After further consultation of old Spanish and Mexican records relating to San Diego, deposited in Riverside and Santa Ana, Cal., I intend to return to San Diego for the purpose of completing the investigation of the city records relating to Coronado and North Island and the collection of data showing the value of that property, including improvements on Coronado Island. Upon my return here, where I am assured of clerical assistance by the local recruiting officer and the district engineer, and of the advice of the United States attorney and Messrs. Frank Hall and E. J. Justice, assistants to the Attorney General, temporarily on duty here, the report will be completed and forwarded. This will be accompanied by a brief of the law on the questions involved. At the present moment, I cannot assure the department that this report will reach Washington before March 15.

DENNIS P. QUINLAN.
Captain, Acting Judge Advocate.

(First endorsement)

Headquarters Western Department,
San Francisco, Cal., December 20, 1915.

To the Adjutant General of the Army,
Washington, D. C
One Inclosure."

The permanent report of March 15, 1916, of Captain Quinlan goes further into the details, and was checked by officers of the Department of Justice and concurred in by them. It was then that Secretary of War, Newton P. Baker, and Secretary of the Navy, Josephus Daniels, reached the conclusion that the government should take over the island and should do so through a bill to be introduced in the Congress. It was at this time that I was called in for conference and they explained to me the different phases and showed me the reports, for the purpose, I presume, of trying to find out just what my position would be when the matter should reach the House. At this meeting I stated, that in my opinion it was rather a high-handed proceeding for the government to take over bodily the property of one of my constituents when the government had been having the free use of the land for several years. After mulling the question over I informed Mr. George Burnham, who was in Washington at the time representing the San

Diego Chamber of Commerce, of the state of affairs. In company with him I called on the Judge Advocate General, Enoch Crowder, and he frankly informed us that the matter had been before him and that he did not agree with Captain Quinlan. In fact he stated positively that he had gone over the report and in his opinion the government had absolutely no right or title to North Island.

Mr. Burnham and I discussed the question thoroughly, and the next day we called on General Crowder again, and had luncheon together at the Army and Navy Club. He was just as positive as the day before in his statements and further declared that the government was not in the business of trying to take land away from people who had held possession peaceably and had paid taxes on property for years, especially when they had received a government patent for the land.

When I went back to the officers having in charge the framing of a bill to take over North Island, they stated that in their opinion such a bill was just. In the arguments to convince me that they were not taking advantage of my constituent the statement was made that they did not think the owners of North Island would object to a jury of San Diego citizens setting a price on North Island, providing it was shown that the Coronado Beach Company was the owner of the land. I agreed with them, and stated I thought that the owners would not object to any jury selected in San Diego rendering a verdict on this property.

We also discussed the matter of interest and I strongly held to the view that it should be 6%, as the government had had the use of the island for aviation purposes for a number of years without any expense whatever.

In verification of this statement I quote from a letter written January 22, 1914, to Captain Arthur S. Cowan, Commanding Officer of the First Aero Squadron, North Island, Coronado, Calif.:

"January 22, 1914.

Capt. Arthur S. Cowan,
Commanding Officer of the First Aero Squadron,
North Island, Coronado, California.

Dear Sir:

Replying to your request made verbally some days ago for permission to maintain and to erect certain frame structures of a temporary nature on the land located on San Diego Bay known as North Island and belonging to the Coronado Beach Co., for the purpose of housing and repairing aeroplanes belonging to the U. S. Government, the Coronado Beach Co. herewith gives permission for the maintenance and erection of such frame structures of a temporary nature as may be necessary for your purposes in connection with the maintenance of the camp of the Aero Squadron and operation of aeroplanes owned by the United States Government upon the condition that you or your successors and the United States Government will vacate said premises and remove all such structures so erected and maintained by you or your successors or the United States Government in connection with the maintenance of the said camp of the First Aero Squadron upon notice, and that the giving of this permission shall in no way be interpreted or construed as conferring any permanent right to maintain such structures, or as granting any interest or right in or to the land of said North Island, or any part thereof.

A letter from you acknowledging receipt of this permission and that you accept same under the conditions herein stated will be sufficient.

Yours very truly,
(Signed) W. CLAYTON,
Vice-President and Managing
Director."

"SPRECKELS COMPANIES.
San Diego, Cal., December 1, 1915.

Capt. A. S. Cowan,
Signal Corps, Aviation School,
North Island, San Diego, Cal.

Dear Sir:

Mr. Saxton, our Coronado Beach Co. foreman, reports the desire of the Aviation school to clear more land and to grade the same for aviation purposes.

Before you make these improvements we would like to advise you of a change in the policy of the Coronado Beach Co. in regard to North Island. First of all, however, I would like to present in this letter the conditions under which the United States Government has established a school on North Island.

Mr. D. C. Collier started a club in San Diego under the name of 'The Aero Club of San Diego', and asked our permission to use North Island as the site for an aviation club. At that time Mr. Curtiss had talked about coming down here to establish an aviation school. The matter ended in our advising the Aero Club of San Diego, under date of February 2, 1911, that we would grant Mr.

Glenn Curtiss the privilege of establishing an aviation school and of erecting the necessary plant for conducting same for a period of three years from that date. We gave the Aero Club or Mr. Glenn Curtiss, the use of North Island for aviation purposes free of charge or obligation of any kind. He was also permitted to use the buildings erected there, etc.

It was after Mr. Curtiss had established himself on the island that the United States Army established their school for aviation at North Island under the wing of Mr. Curtiss; that is to say, no direct agreement or understanding was arrived at with us regarding the United States Army establishing an aviation school on North Island. It was all done under Mr. Curtiss's permit.

Prior to the occupation of North Island by Mr. Glenn Curtiss it had been surveyed and platted in lots and blocks, it being the intention of the company to put North Island on the market as a high-class residential property, for which purpose it is extremely valuable. The Coronado Beach Co. has for many years carried on a policy under which it has expended very large sums of money in building up the values of its Coronado properties, including North Island. During the time North Island has been occupied by the aviation school the Coronado Beach Co., the owner of the property, has paid out over $50,000 in taxes alone. Yet not one cent has been asked for the use of the property, either by Mr. Curtiss or the United States Government. We agreed to allow Mr. Glenn Curtiss to use North Island for a period of three years from February 2, 1911, and we have therefore fulfilled any obligations we owe to Mr. Curtiss.

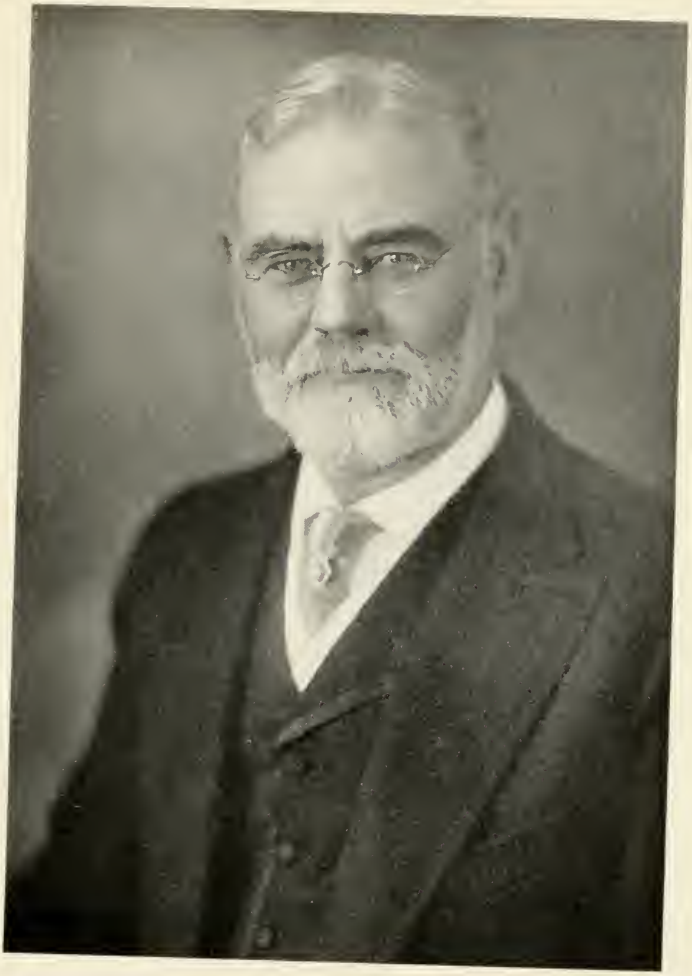
When Col. Reber was here I had an interview with him on October 23, 1914, which I recorded at the time. The record says:

> 'Col. Reber wanted to have some assurance that they (United States Army Aviation School) could occupy their present site for the next year or 18 months. I told him that so far as I knew the situation there was no policy on the part of the Coronado Beach Co. to do anything at North Island which would interfere with their use of it for the next 12 or 18 months.'

According to this understanding with Col. Reber we will have fulfilled any obligation we owe the aviation department by March 31, 1916.

In all our correspondence both with yourself and with the commander of the marines and the Cavalry camp on North Island we have emphasized the fact that it was merely courtesy on the part of the Coronado Beach Co. in permitting the land to be occupied for military purposes. I attach hereto copies of correspondence which has taken place covering this point.

The time has now arrived when the Coronado Beach Co. feels that its interest demand that the work of grading and otherwise preparing the property for the use for which, one might say, it has been in preparation for the last 25 years, be pushed forward. In other words, we wish to get the property ready to put on the market, as we believe by the time the preliminary work of grading, paving, and sewering, and serving with water, electric lights, and street cars is finished the market will be ripe for disposal of the property. With this policy in view, we regret that it is necessary for us to advise



To my Dear Friends
Hon. and Mrs. William Kettner
with sincere affection
James D. Phelan

you, as the commanding officer of the aviation school, that we would like North Island vacated as soon after March 31, 1916, as is possible, in order that we may commence work on our plans of improvement.

As you propose to make certain changes at North Island, we thought it wise to advise you at this time that we expect to commence work early next year on our North Island property, in which case the aviation school might prefer not to undertake any expenses inconsistent with the fact that its period of occupancy is expected to end March 31, next.

I am, dear sir, Yours very truly,

W. CLAYTON,
Vice-President and Managing Director."

When I had received a copy of the completed draft of the bill I submitted it to the Republican leader of the House, and he assured me that it would hold water, but he did not think the 6% would be permitted to pass the House. In going out of his office he remarked, however, that he personally would not object when the bill reached the House.

I again called on the officers in the War Department who had this matter in charge, and assured them that I would not oppose their bill, but on the contrary would assist in its passage. The draft of the bill was sent to the Military Affairs Committee, and on June 7, 1917, Mr. Hubert Dent, Jr., Chairman of the Military Affairs Committee, introduced the bill. On June 9th when the Rivers and Harbors bill was before the House, I, being a member thereof, was allotted thirty minutes' time under general debate and presented all of the facts as reported by the several committees which had North Island under consideration, all showing that North Island was by far the most desirable place that could be found for aviation purposes. These were the only remarks made on this subject. I had my speech printed and sent a copy to each Senator and Representative and explained the bill personally to most of the members of the Military Affairs Committees of both the House and the Senate.

However, I found some trouble in having the bill

approved by the Military Affairs Committee, and the bill was not reported out until June 26, 1917.

While Mr. Dent introduced the bill he did not father it in the House but appointed Mr. Chas. P. Caldwell, of New York, a member of his Committee, to do so. I gave Mr. Caldwell all the particulars of the desirability of North Island and also had the pleasure of showing him the several reports that had been made.

On June 23, 1917, Messrs. H. H. Jones, F. J. Belcher, and F. W. Stearns of San Diego, representing the San Diego Chamber of Commerce on Camp Kearny matters, were in Washington, and I explained to them the difficulty we were in regarding North Island, and asked them if they thought the San Diego Chamber of Commerce would back me up if I should invite Mr. Dent and Mr. Caldwell to come to San Diego and see the Island. Messrs. Jones, Belcher and Stearns assured me the Chamber would back me up in everything I thought necessary. The offer was then made to the Chairman, Mr. Dent, and to Mr. Caldwell, and I took up the question with the San Diego Chamber of Commerce through its Secretary, Mr. Homer Sumption. I quote from the minutes of the meeting of the San Diego Chamber of Commerce when this matter was presented to the Directors:

> "Minutes of Regular Meeting of Board of Directors of San Diego Chamber of Commerce held Wednesday, August 1, 1917 at 4:00 P. M. Roll Call: Present, Directors Burnell, Darby, Hale, Sumner, Warner, White, Whitson, Vice-President McKenzie in the Chair, Homer W. Sumption, Executive Secretary.
>
> Secretary read a letter from Congressman Kettner re visit of Chairman of Military Committee to San Diego, in which Mr. Kettner stated that Messrs. Jones, Belcher and Stearns had invited Mr. Dent, the Chairman of said Committee, and Mr. Caldwell to come to San Diego at our expense whenever they were ready; they were ready to go at this time and suggested that an invitation be extended to them to come to San Diego as our guests. Secretary Sumption stated that on receipt of this letter he had arranged with Dir. Frisbie of the Santa Fe to wire their Washington representative to furnish transportation and Pullman accommodations, knowing that there was not time to get the Board of Directors together to consider the matter, and therefore he awaited their ratification of his procedure.

Motion of Dirs. Whitson-Hale that action of Secretary be ratified. Carried.

Secretary Sumption stated that just before he had arrived in Washington, Mr. Kettner had made a speech re North Island Aviation School and that he had incorporated in that speech all facts concerning our climate; Secretary stated that he considered it one of the best pieces of advertising we had ever had and that he had ordered 10,000 copies from the public printer for distribution."

Though I was authorized by the Chamber of Commerce to extend this invitation to Chairman Dent and Congressman Caldwell neither ever visited San Diego. They are now retired from the Congress, the invitation was never pressed, and neither has ever had the pleasure of seeing North Island.

On June 26, 1917, Mr. Caldwell had the bill reported out of the Committee. The bill came up on the Floor of the House, on June 28, 1917. (See Congressional Record, page 4427.)

The reader must remember that between June 9th and June 28th, the date when the bill came up on the floor of the House, each Senator and Representative had received a copy of my remarks, shown in the Congressional Record June 9th.

After considerable discussion, Representative Stafford objected to the bill on the floor.

Later the same day we again succeeded in bringing the bill before the House and, after amendments were agreed to, the bill passed.

On July 14, 1917, the bill came up on the floor of the Senate. (See page 5099 Congressional Record.) Hon. Francis E. Warren, of Wyoming, had the bill in charge and it passed.

On July 24 (see page 5434) Mr. Caldwell again brought the bill upon the floor of the House with the conferees' report, when, although there was some discussion, the bill as amended passed the House. Finally, on July 30, announcement was made in the Congressional Record that the President had signed the bill.

The hearing of this matter on the equity side of the court was held in San Diego on December 2, 3, and 4, 1919, and a decree entered quieting title in the Coronado Beach Company, from which decree an appeal was taken to the Supreme Court of the United States. This court affirmed the judgment of the lower court, the mandate being filed on March 28, 1921. On April 15th, the trial by jury to ascertain the value of the Island, was commenced and concluded on April 21, 1920, when a verdict was filed finding a fair market value of the whole of North Island at $5,000,000.00. In answer to the special interrogatories directed by the court, the jury answered that such market value on August 1, 1917, of the lands lying above high water mark, consisting of 1232.93 acres more or less referred to as mesa lands, was $4,625,-000.00; that the market value on the same date of 207.24 acres lying above high water mark, referred to as meadow, marsh and beach lands was $45,000.00; that the fair market value on the same date of the lands lying below high water mark, consisting of 663.3 acres, referred to as tide or submerged lands, was $330,000.00, making a total of $5,000,000.00.

When this news reached Washington, Chairman Butler of the Naval Affairs Committee addressed a letter to the Attorney-General asking for an opinion as to the ability of the government to vacate North Island at that time. I attach a copy of the reply received by Mr. Butler from the Attorney-General of the United States:

"From Hearings before the Committee on Naval Affairs 66th Congress, 3rd session.

"North Island

Department of Justice,
Washington, D. C., January 28, 1921.

Hon. Thomas S. Butler,
Chairman Committee on Naval Affairs,
House of Representatives.

Dear Sir:

Acknowledgment is made of your letter of January 19, 1921,

requesting that I advise your committee fully as to the present legal status of the cases involving the condemnation of North Island in San Diego Bay, Calif.; Whether the Government is now authorized to withdraw the authority given for the payment of the assessed value of the land and thus permit the land to revert to the owner without further expense to the Government, as to the liability of the Government for the rental of the property under the original act, and as to the authority of the Government to take off permanent buildings erected on this property.

You can readily perceive that it is not appropriate for me to advise Congress as to any action about any matter that comes primarily within the jurisdiction of the Secretary of War and the Secretary of the Navy, but I take pleasure in giving you the information in my possession as to the status of these cases and my opinion on the several propositions involved in your letter.

The act of July 27, 1917 (40 Stat. 247), authorized the President to take possession forthwith for national defense and as sites for permanent aviation stations for the Army and Navy of the whole of North Island in the Harbor of San Diego, Calif.

In accordance with this act, by Executive order, possession was taken of this property on August 1, 1917, and on August 7, 1919, suit was filed on behalf of the United States, in equity, in the District Court of the United States for the Southern District of California, Southern Division, on the theory that under law 5 of the Mexican colonization act of 1824, providing for the colonization of the territories of Mexico, there was a perpetual servitude upon the Mexican national lands for use for the national defense, and that this servitude inured to the United States as successor in title to the Mexican Government. Section 5 of the Mexican law is as follows:

> 'If for the defense or security of the Nation the Federal Government should find it expedient to make use of any portion of these lands for the purpose of constructing warehouses, arsenals, or other public edifices, it may do so, with the approbation of the general congress, or during its recess with that of the government council.'

The district court held that the Government had no such servitude, or right, title or interest in the land, saying that the case was controlled by the case of Arguello v. United States (18 How., 539) where the Supreme Court said generally that the first eight sections of this law (which include law 5 above) did not apply to lands colonized by Mexican citizens, as North Island was, but only to lands colonized by foreigners. This statement of the Arguello case was more or less obiter, but in view of the fact that to establish a perpetual servitude, on North Island for use for national defense without compensation, would make every tract of land, title to which is founded upon a confirmed Mexican grant in California, New Mexico, or Arizona, subject to the claim that the United States could take it for national defense without compensation, the statement in the Arguello case might be regarded in a sense as a rule of property; and in any event makes apparent the burden which rests on the Government to sustain its claim.

In addition to this, it was contended in the court below and decided that the confirmation of this grant by the United States District Court for the Southern District of California was res judicata and was conclusive that the Government of the United States had no interest in this island. We do not agree with the conclusion of the district court upon this proposition of law, but it is one of the points in the case upon which, in order to maintain the interests of the Government in this property, it is necessary to reverse the lower court.

The Government has appealed to the Supreme Court from the adverse decision of the district court in this equity suit, but this short statement of this branch of the case will evidence the difficulties to be encountered in establishing the servitude, easement, or right of the United States in these lands, and in reversing the holding of the district court that the United States has no such interest.

Upon holding that the Government had no such interest in the land, the district court transferred the case to its law docket to determine and appraise the value of the property. The case was tried to a jury and resulted in a verdict of $5,000,000 as the fair market value of the property as of August 1, 1917, which with interest at 6 per cent, as provided in the act, amounts already to more than $6,000,000 if the judgment be sustained. These cases are now Nos. 524 and 525 on the docket of the Supreme Court and are set for argument February 27 next.

In the case at law, the district court over the objection of the Government held that the act which authorized the President to take possession of the whole of North Island and the Attorney General or the claimants to bring suit to determine and appraise its value in effect authorized the condemnation not only of the land above high-water mark, containing 1,232.93 acres, but also 633.3 acres of tidelands below ordinary high-water mark, and 207.24 acres of marshland; and the court instructed the jury that defendant company owned the 633.3 acres of tidelands below high-water mark by grant from the Mexican Government, subject only to existing harbor lines, with the right to use them as privately owned lands.

We think the court erred in these particulars, and that the tide-lands are owned by the State of California; that Congress did not authorize their condemnation; and that the case should be reversed and remanded. We are met with this situation, however: The court required the jury to bring in a general verdict assessing the value of the three classes of land, which resulted in a verdict for $5,000,000, but under the California practice the court submitted special interrogatories to the jury, directing it to value each class separately. Responsive to these interrogatories, the jury valued the 1,232.93 acres at $4,625,000; the 633.3 acres of tidelands at $330,000; and the 207.24 acres of marshland at $45,000.

In the event the Supreme Court determines that the district court erred in instructing the jury that the tidelands were privately owned, as were the fastlands, it will be contended, nevertheless, that even if the tidelands are not owned by defendant there should be only a remittitur of the separate sum of $330,000 at which time the jury valued these lands, and the judgment of the court affirm-

ing the verdict of the jury valuing the fastlands at $4,625,000 should not be disturbed.

We insist that regardless of the separate findings of the jury the error into which the court fell in telling the jury that the tidelands were held with the fastlands as privately owned by the defendant necessarily gave an added but false value to the fastlands (the evidence admitted showed that the unity of ownership was a potent factor in arriving at the value of the high lands); that the Government is entitled to have the fastland valued under proper instructions as to the ownership of the tidelands, and that the case should be reversed and remanded for a new trial.

You will observe that the act of July 27, 1917, provides that either—

The Attorney General or the claimants to the said North Island are authorized to make an application for the determination and appraisement of any rights private parties may have in said island over and beyond any rights thereto in the United States to the District Court of the United States for the Southern District of California. - - - Upon the final ascertainment of the value of any right. - - - There shall be paid unto court the value of the same as so determined, together with interest thereon at the rate of six per centum from date possession thereof was taken as herein authorized and thereupon the United States shall be vested with title to said lands.

In view of these provisions of the statute the Government can not in this case, as in other condemnation suits, so long as this statute is unrepealed, await the final valuation of the property and then determine whether it will take it. If the case is reversed, it will go back for trial in the same court before a San Diego jury which will have the verdict of the first jury to guide it.

In this connection your attention is invited to the decision of the Comptroller of the Treasury of September 8, 1920 (Decisions of Comptroller, Vol. 27, pt. 1 p. 230), advising the Secretary of War that by virtue of the act of July 11, 1919 (41 as amended by joint resolution of August 12, 1919 (41 Stat. 278), there is no appropriation available for the purchase of North Island. If, however, a final judgment is rendered in this case under this law which permits the claimant to proceed to judgment against the United States, this judgment will, I think, be binding upon the United States as resjudicata in any suit before the Court of Claims. In few cases, if any, has Congress failed to appropriate to pay judgments against the Government rendered by that court.

While the Government has taken possession of this property with a view to its permanent retention after title has vested, Congress specifically provided that title to any interest of private parties should vest upon payment of the value thereof. It would seem, therefore, that the law provides for the payment of the value of the property as a condition precedent to the vesting of title in the Government, and the right conferred on the landowner in the act, to make application to the court to determine and appraise this value, is but a right to a remedy. It is universally held that there is no vested right to a remedy, and that Congress can at will change any remedy which it has theretofore provided.

Answering, therefore, your inquiry as to whether the Government is now authorized to withdraw the authority given for the payment of the land, your attention is again called to the comptroller's decision that there is no appropriation now available for such payment, and that such payment is a condition precedent to the vesting of title.

The act does not specifically provide for the payment of rental during the occupancy by the government, but it changes the usual rule that the Government is not liable for interest and provides that the award of the value of the property shall bear interest at 6 per cent from the date possession is taken thereof.

In the event that Congress, in its discretion, should repeal this act authorizing the claimant to make application to the district court for the appraisal of the land, and the condemnation proceedings should not be further prosecuted by the Government, and Congress should authorize relinquishing possession by withdrawal, I think, nevertheless, the Government would be liable as on an implied contract for the value of the use and occupation of the land, and that the land owner may recover for such use and occupation in the Court of Claims. (Compare United States v. Lynah, 188 U. S. 445; United States v. Great Falls Manufacturing Co. 112 U. S. 645; and United States v. North American Co. 253 U. S. 330.)

I am of the opinion that Congress can authorize the salvaging of the permanent buildings on North Island if it determines to relinquish the island to the claimants. The buildings were erected by authority of Congress with money of the Government, and are property belonging to the United States. Power was expressly vested in Congress by the Constitution (art. IV, sec. 3), 'to dispose of and make all needful rules and regulations respecting the territory or other property belonging to the United States.'

Mr. Justice Story observed long ago that this—power is not confined to the territory of the United States, but extends to 'other property belonging to the United States', so that it may be applied to the due regulation of all other personal and real property rightfully belonging to the United States. And so it has been constantly understood and acted upon. (2 Story Const. par, 1325, end.)

There is no rule better settled than that the national property is excepted from the power of the States alike, and not subject to taxation and other dispositions under the municipal law of the State.

The following extracts from the decisions of the Supreme Court we think settle this proposition of law:

All the property and all the institutions of the United States are constructively without the local, territorial jurisdiction of the individual States in every respect, and for every purpose, including that of taxation. (McCulloch 1. Maryland, 4 Wheat, 316, 395.)

We take it to be a point settled beyond all contradiction or question that a State has jurisdiction of all persons and things within its territory which do not belong to some other jurisdiction, such as the representatives of foreign Governments, with

their houses and effects, and property belonging to or in the use of the Government of the United States. (Coe v. Errol, 116 U. S. 517, 524; Van Brocklin v. Tennessee. 117 U. S. 151, 178.)

In the light of these principles it cannot be contended that the principal law of any state, to the effect that buildings annexed to the frechold become a part thereof, is applicable to buildings which are the property of the United States.

The principle stated in Camfield v. United States (167 U. S. 518), relative to the public domain of the United States completely at the mercy of State Legislation, is equally applicable to the other public property of the United States.

In this connection your attention is invited to the opinion of Attorney General Miller to the Secretary of War (20 Op. Atty. Gen. 284), holding that Congress has the right to authorize the removal or sale of improvements made by the Government by large expenditures of money by mistake on lands covered by a Mexican land grant, so far as the right of the owner of the land was concerned.

Responding generally to the inquiries of your letter, I beg to say that inasmuch as title to North Island has not vested in the United States, Congress might, if it were so inclined, repeal the statute under which these proceedings were brought, and provide in the repealing act that the Secretaries of War and Navy shall retain possession of such part of the land as may be needed for the purposes of selling or economically salvaging or removing the property of the Government therefrom, and specifically provide that in the event the claimants and the Secretaries of War and Navy can not agree as to just compensation for the use and occupation of the land, or any part thereof, by the Government, from the date of the proclamation of the President until the property of the Government has been removed and possession of the land relinquished, the claimants may present their claims for such use and occupation for adjudication in the Court of Claims.

Respectfully,

A. Mitchell Palmer.
Attorney General."

By way of explanation I will state that the reason Mr. Butler wrote to the Attorney-General for his opinion as to the abandonment of North Island, was that he had been reading House Document No. 14, 52nd Congress, 1st session, which included a letter of May 6, 1891, from Mr. E. S. Babcock, President of the Coronado Beach Company, offering land on North Island at a price to be fixed by commissioners to be appointed by the President of the United States, per copy attached:

"Page 19—H. Doc. 14
52—1st.

"Coronado, Cal., May 6, 1891.

Dear Sir:

In accordance with the advertisement published in the San Diego Union, asking for proposals for a site for a military post at San Diego, Cal., this company submits the following proposition:

The Coronado Beach Company offers to the Government, at a price to be fixed by commissioners to be appointed by the President of the United States, 640 acres of what is known as 'North Island', Coronado Beach, which lies nearest the mouth of the harbor.

In the event that the above-mentioned tract is taken the Coronado Beach Company will deed to the Government, free of charge, whatever land the Government may need for the establishment of batteries on any portion of its property lying to the southward of the Hotel del Coronado.

The Coronado Beach Company will also, at its own expense, connect the said tract of 640 acres with its present system of water pipes, and furnish the famous Coronado water to the Government at 15 cents per 1,000 gallons.

The Coronado Beach Company will also connect said tract of 640 acres with its steam motor line to the ferry, now being used to connect Coronado with San Diego, free of expense to the Government.

The Coronado Beach Company will also grant the right of way, and ferry and wharf privileges, in connection with the said 640 acre tract, to or through any other portion of said North Island, so that should it be desired the Government could have communication with the mainland through any portion of said North Island, and own its own ferry.

Yours truly,

CORONADO BEACH COMPANY,
By E. S. Babcock, President.

Major A. S. Kimball,
Quartermaster, U. S. Army, Los Angeles, Cal."

Mr. Butler had also read a letter signed by Chas. T. Hinde, acting President of the Coronado Beach Company, concerning lands needed by the Government for military purposes, making a definite offer. I am also attaching copy of this letter, dated June 9, 1891:

"Page 18—H. Doc. 14
52nd, 1st.

"Coronado, Cal., June 9, 1891.

Dear Sir:

In accordance with the advertisement published in the San Diego Union, asking for proposals for a site for a military post at San Diego, Cal., the company submits the following proposition:

The Coronado Beach Company will deed to the Government a tract of land of a size ranging from 640 to 800 acres, said tract to embrace that portion of what is known as 'North Island', Coronado Beach, California, lying nearest the mouth of the harbor of San Diego at the following prices:

(1) For all land of said tract, subject to occasional submergence by tide water, $200 per acre.

(2) For all land of said tract not subject to submergence by tide water, $300 per acre.

In the event that the above proposition is accepted by the Government, the Coronado Beach Company will, at its own expense, connect the tract of land purchased by the Government with its present system of water pipes, and furnish the famous Coronado water to the Government at 15 cents per 1,000 gallons.

The Coronado Beach Company will also grant the right of way, and ferry and wharf privileges, in connection with said tract of land, to or through any other portion of said North Island, so that, should it be desired, the Government could have communication with the mainland through any portion of said North Island, and operate its own ferry.

The Coronado Beach Company will also deed to the Government, free of charge, whatever land the latter may need for the establishment of batteries located to the southward of the Hotel del Coronado.

Yours truly,

CORONADO BEACH COMPANY,
By Chas. T. Hinde, Acting President.

Maj. A. S. Kimball,
Quartermaster, U. S. Army, Los Angeles, Cal."

I assured Mr. Butler that the San Diego of 1891 and the San Diego of 1917 were two different places, owing to the progress that had been made by that city.

Hon. R. Walton Moore of Virginia took a very prominent part at this time, and insisted that the Naval Affairs Committee take immediate action to the end that North Island be vacated by the government, as suggested by the Attorney-General, A. Mitchell Palmer, in his letter of January 28, 1921, as he thought the price was exorbitant. With the assistance of Mr. Fred A. Britten, member of the Naval Committee, we were able to show that the government had paid practically as much for land at Norfolk, Virginia, as they had at North Island. We were further able to show that the whole Navy had strongly recommended the Alameda site on San Francisco Bay, which would cost the government, according

to the estimate of the Bureau of Yards and Docks, at least $6,000 an acre, and that would be a great deal more than North Island cost them.

The case was carried to the Supreme Court of the United States as stated above. On December 30, 1921, Mr. John D. Spreckels, appeared before the Federal Court in Los Angeles where he was handed a check for $6,098,333.33 being the $5,000,000.00 for North Island and $1,098,333.33 interest.

"SPRECKELS COMPANIES
General Offices Union Building.
President's Office
San Diego, California, March 5, 1921.

Congressman William Kettner,
Washington, D. C.

My dear Mr. Kettner:

Mr. Clayton handed me your letter of February fourteenth together with copy of hearings of January seventeenth, with regard to the North Island case. Naturally, I was very much interested. I certainly do appreciate what you have done in this matter and wish to thank you very sincerely.

Yours very truly,
JOHN D. SPRECKELS,
President."

"SPRECKELS COMPANIES
General Offices Union Building,
President's Office
San Diego, California, March 11, 1919.

William Kettner, Esq.,
House of Representatives,
Washington, D. C.

My dear Mr. Kettner:

I have had a letter today from Mr. Paul Shoup, sending me copy of the agreement entered into between Mr. Shoup, on behalf of the San Diego & Arizona Railway, and the Government in connection with the repair and extension of the old Coronado line to Spanish Bight and thence across a bridge to North Island. Mr. Shoup in his letter says:

> 'I want you to know that it would have been impossible, in my judgment, to have reached any satisfactory conclusion in this rather uncertain situation without the most effective and hearty co-operation of Mr. Kettner.'

The Honorable William Kettner
With best wishes
from J. L. Latimer
Rear Admiral, U.S.N.

I wish to express to you my high appreciation of your kind offices in this matter which, while it was necessary to the Government in connection with the use of North Island, was a somewhat difficult transaction to bring to a satisfactory conclusion.

Moreover, it must be a great satisfaction to you to feel that your own ability in congressional and government matters has been such as to command the respect of high officials in Government circles.

With very kind regards, believe me,

Sincerely yours,

JOHN D. SPRECKELS,
President."

AERO-RADIO MESSAGE—NORTH ISLAND.

I am quite proud of a little message which I have framed in my office, for it demonstrates the rapid progress made in aeroplane-radio telegraphy at Rockwell Field, North Island.

On September 2, 1916, aeroplane No. 50, piloted by A. D. Smith and equipped with a 20-mile radio sending set, operated by Lieut. Robertson, and aeroplane No. 51, piloted by Lieut. Dargue and equipped with radio receiving set, operated by Capt. Culver, demonstrated the possibility of communicating by radio from one aeroplane to another while both were in full flight. Mr. Geo. Burnham and I were at North Island and Colonel William A. Glassford, who was then in command of Army Aviation turned to me when the first machine had gone up in the air and said:

"Now you write the message."

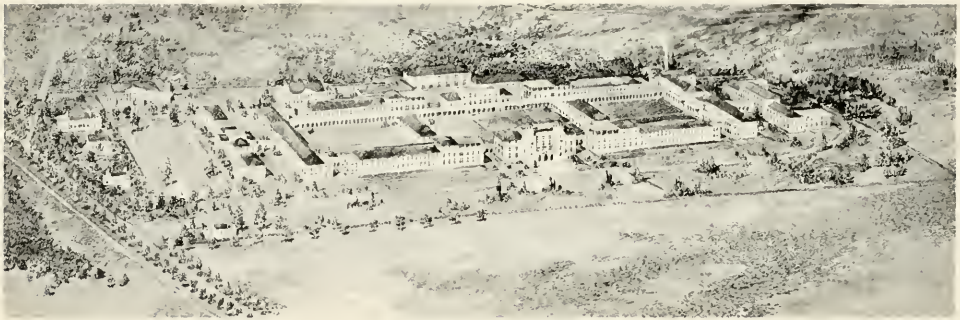
I looked at George Burnham and said, "George, you have the honor of writing the message."

George wrote the message and handed it to Lieutenant Robertson who took to the air with his machine. Captain Culver received the message successfully, then returned to the ground and handed it to me before Lieutenant Robertson landed. During the transmission of the message the machines were some two miles apart and at somewhat less than a thousand feet altitude. This

was the first time in the history of the world that this was accomplished. The message reads:

"National aviation field sets new world record."

There have been many wonderful records made at North Island, but I prize this message particularly, as I had the pleasure of witnessing the record-breaking stunt.



Plan of U. S. Naval Hospital as Proposed, San Diego.

NAVAL HOSPITAL

The first person to call my attention to the possibility of having a permanent naval hospital at San Diego was Dr. H. C. Curl, Captain U. S. N., stationed at the temporary hospital of the Naval Training station, Balboa Park.

Mr. Walter Moore, Councilman, now passed away, was first to bring the site to my notice. In the beginning I rather doubted that the people of San Diego would vote the land shown me in the park by Mr. Moore. Knowing the handsome way in which the Navy takes care of its unfortunates, and having in mind the splendid naval hospital in Washington I soon satisfied myself that with the assistance of Mr. Walter Moore, Dr. Curl and others interested, we could bring this before the Naval officials in Washington so strongly, that they would without doubt desire the site, and erect a naval hospital so badly needed for the augmented fleet.

The Common Council in their usual enthusiastic manner placed this proposition on the ballot, with others, and the people concurred by a vote of some ten to one.

A representative of the Naval Board of Inspection visited San Diego shortly thereafter and recommended the location. Several of the members of the Naval Affairs Committee in the meantime had visited San Diego and inspected it. With the assistance of these members the bill accepting the gift of the city went through the committee and the Congress, as no department can accept a gift of land. This is a prerogative of Congress.

It was found that an unexpended sum of $500,000 held in the Navy Department could be applied immediately toward starting the work, and an appropriation of $1,975,000 was made later in the regular naval ap-

propriation bill. We have today nearing completion one of the finest naval hospitals in the world.

"San Diego Chamber of Commerce
San Diego, California.

August 27th, 1919.

Honorable William Kettner,
Spreckels Bldg.,
San Diego, California.

My dear Mr. Kettner:

In order to keep my files complete on the various important projects now under way under your guidance for naval improvements at San Diego, will you kindly furnish me with the following:

1. Copy of telegram you received from the Secretary of the Navy regarding establishment of Naval Hospital here, together with your reply or any other matters pertaining thereto.

2. Copy of telegram from the Secretary of the Navy regarding the tract of land for Naval warehouse, and similarly your reply or any other matters pertaining thereto.

3. Copy of your telegram regarding the use of the Concrete Ship plant and replies or other matters referring thereto.

You will no doubt understand that I have only one purpose in getting this information and that is to keep the Chamber of Commerce files up-to-date, so that we can render ourselves more efficiently helpful in bringing about with your good aid, the expediting of these important matters.

Sincerely yours,

Melville Klauber,
President."

Extract from letter written by Gen. W. C. Braisted:

"Washington, D. C.

April 11, 1919.

My dear Mr. Kettner:

I am very glad indeed to have your letter of the 2nd instant telling me of the visit of the Committee to the proposed hospital site at San Diego. A Naval hospital at that place would certainly be of immense help to us with a very splendid promise for excellent results.

With best wishes, I am,

Very sincerely yours,

W. C. Braisted,
Surgeon General, U. S. Navy.

Honorable Wm. Kettner, M. C.
334-5 Spreckels Bldg.,
San Diego, California."

"City Attorney

San Diego, California,
September 4, 1919.

Honorable William Kettner,
Member of Congress,
Spreckels Bldg.,
San Diego, California.

My dear Sir:

We have today secured the signature of the Mayor and City Clerk, on behalf of the City of San Diego, to the deeds conveying to The United States of America a portion of Balboa Park for the use of the United States Navy as a site for a naval hospital; portions of the tide lands for the use of the United States Navy as a site for an emergency fleet plant; and portions of the tide lands for the use of the United States Navy as a site for a supply base.

Mr. Cosgrove, the City Attorney, has directed that we communicate with you, and ask to be informed as to whom these deeds should be delivered. Any information in this connection will be greatly appreciated.

Very truly yours,

S. J. Higgins,
Deputy City Attorney."

"Washington, D. C.
October 23, 1920.

My dear Congressman:

Your letter of the 15th instant and the accompanying picture of the Naval Hospital site in San Diego were received yesterday.

I want to thank you very heartily for your remembrance and for the interesting picture which I am having framed for its preservation and will hang in the Bureau.

With sincere expression of my esteem and hoping to see you soon, I am,

Very sincerely,

W. C. Braisted,
Surgeon General, U. S. Navy.

Honorable William Kettner, M. C.,
334-5 Spreckels Bldg.,
San Diego, California."

"Navy Department,
Bureau of Yards and Docks
Washington, D. C.

May 22, 1920.

My dear Congressman:

In accordance with your suggestion there is being forwarded to you, under separate cover, a pen and ink perspective of the proposed hospital buildings at Balboa Park. There is also inclosed a colored perspective. The construction of the buildings

as indicated on the sketch will probably be of terra cotta block stuccoed and the roofs will be covered with red tile. The Bureau has not completed the finished drawings for the work, but the architectural style used will harmonize with the 'mission' type of California.

Funds are not available for the entire layout as shown, but it is expected to complete the Administration Building, two ward buildings,—one on either side of the Administration Building,—and the service buildings. The first work will provide for 300 beds, and the total number in the finished project will be 500 with a greater emergency capacity. The entire personnel may reach 1000.

The Bureau has endeavored to eliminate from the plan any service on the main road in front of the hospital that might make the driveway objectionable for pleasure vehicles. It is desired to keep open the present attractive drive to the exposition site through the hospital grounds which command exceptionally fine views of the city, ocean and mountains. A separate study will be made for the landscape effects. This Bureau, as well as the Bureau of Medicine and Surgery, appreciates your offer and that of the Park Commissioners of San Diego, to cooperate in every way to make the hospital grounds in keeping with the adjacent beautiful city parkings.

Very truly yours,

R. E. BAKENHUS."

"Fred E. Lindley
Member Seventy-ninth Assembly District

CALIFORNIA LEGISLATURE
Forty-third Session
1919
Assembly

San Diego, California, June 29, 1920.

Hon. William Kettner, M. C.,
334-5 Spreckels Bldg.,
San Diego, California.

Dear Sir and Friend:

I have examined the letter from Mr. Egerton, Solicitor of the Navy Department, and the other matters submitted by you concerning title to land given by the City of San Diego for a Navy Training Station, Hospital site in Balboa Park, Warehouse site at the foot of Broadway, and the tract now occupied by the Concrete Shipbuilding Plant.

Regarding the requirement of 'ratification of grant by city electors and confirmation by State Legislature,' I am pleased to say to you that in my opinion the city electors will ratify the grant by an almost unanimous vote on August 3rd, the date fixed by our City Council for the election on that question.

Ratification by the State Legislature is practically a matter of form. These park and tide lands belong to the City, and from

my experience and knowledge of the situation, the legislature will promptly approve and ratify any grant which the people of the city make regarding these lands.

As you know the next session of the California Legislature convenes in January, 1921, but I sincerely hope that the Federal Government will not delay acceptance of these titles on this ground, for the approval of the Legislature will certainly come as a matter of course.

If there is anything that I can do to assist you in these matters I shall be more than glad to do so.

Very truly yours,

FRED E. LINDLEY."

CUSTOMS COLLECTION DISTRICT SAN DIEGO.

One of the last bills signed by President William H. Taft was one authorizing the reduction of the number of Collectors of Ports throughout the United States. This act abolished the Collector of the Port of San Diego, even in the face of the fact that San Diego had been an independent port since 1848, nearly 100 years. It was created an independent district when the United States took over California from Mexico and remained such until the act of Congress, signed by President Taft in 1913.

The people of San Diego were very much exorcised over it, and of course I did everything within my power to have the Port restored, but failed until Mr. Carter Glass became Secretary of the Treasury. I had served in the Congress with him and we became personal friends. When the great event of driving the golden spike of the San Diego & Arizona railroad was completed, there was an editorial concerning the same in the "Wall Street Journal" showing how the commerce of this port was bound to grow, and also stating that the Southern Pacific Railroad intended to make San Diego one of its terminals.

With this editorial and all other facts showing why this port of San Diego never should have been abolished, I called on the Secretary of the Treasury, Mr. Carter Glass, with the result that an Executive Order was

made restoring our port. I herewith attach Executive order and the letters from Mr. Carter Glass, now U. S. Senator from Virginia, on this transaction. I do not know of any thing that has given me more happiness than this.

"Executive Order.

Pursuant to the Act of Congress approved August 1, 1914, making provision for the sundry civil expenses of the Government for the fiscal year ending June 30, 1915, the Customs Collection District of Southern California designated as No. 27, with headquarters at Los Angeles, California, is hereby abolished, and the following Customs Collection Districts are created in its stead, viz:

The Customs Collection District of Los Angeles to comprise all that part of the State of California lying south of 35° north latitude, excepting the counties of San Diego and Imperial, with a port of entry and headquarters at Los Angeles, the said Customs Collection District to be designated as No. 27; the Customs Collection District of San Diego to comprise the counties of San Diego and Imperial in the State of California, with headquarters at San Diego, and with ports of entry at San Diego, Calexico, Campo, and Tia Juana, the said Customs Collection District to be designated as No. 25.

The salary of the Collector of Customs for the District of Los Angeles shall be $5000 per annum. The salary of the Collector of Customs for the District of San Diego shall be $5000.

Woodrow Wilson.

The White House.
2 February, 1920. No. 3220.

((In Carter Glass's own handwriting:) 'To my fine Friend and former Colleague. With warmest affection.

Carter Glass.' "

Feb'y 10/20.

A copy of the letter sent by Mr. J. P. Tumulty, Secretary to the President, transmitting the Executive Order.

"The White House
Washington

February 2, 1920.

My dear Mr. Secretary:

The President signed and sent to the State Department today the Executive Order abolishing the present Customs Collection District of Southern California and creating in its stead the Customs Collection Districts of Los Angeles and San Diego, with

U. S. Naval Affairs Committee at Work in Committee Room,
House Office Building.

headquarters ports at Los Angeles and San Diego, respectively, transmitted with your letter of January 29th, 1920.

Sincerely yours,

(Signed) J. P. TUMULTY,
Secretary to the President.

Hon. Carter Glass,
Secretary of the Treasury.

(In handwriting of Carter Glass.)

'Here you are; My part of the job finished. C. G.'"

"Assistant Secretary

TREASURY DEPARTMENT,
Washington,

February 9, 1920.

Honorable William Kettner,
House of Representatives.

My dear Congressman:

I have your letter of the 7th instant stating that the business interests of San Diego have endorsed C. D. Sprigg, now Deputy Collector, for appointment as Collector of the Port of that place. I also note your personal endorsement of Mr. Sprigg.

I understood from our telephone conversation a few days ago that Mr. Sprigg's appointment was entirely agreeable to Senator Phelan and that you would see that an endorsement by Senator Phelan came to me at an early date. Won't you be good enough to give this your attention so that I may proceed to make the appointment?

Sincerely yours,

JOUETT SHOUSE,
Assistant Secretary.

P. S.—Since dictating the above I have been trying to get you on the telephone to inform you that I have received endorsement of Mr. Sprigg by Senator Phelan, and am proceeding with the appointment at once. J. S."

"TREASURY DEPARTMENT,
United States Customs Service
San Diego, Cal., February 14, 1920.

Hon. William Kettner,
Representative in Congress,
Washington, D. C.

My dear Bill:

Thanks for your wire of the 10th instant in reference to compensation of the collectorship, which I found on my desk on return from a short trip in the country.

While I know it is needless to express myself to you, I cannot refrain from letting you know how much I appreciate your efforts in my behalf. My personal gratification in reaching the goal after twenty-six years in the Customs Service is really secondary to my keen delight in the restoration of the old San Diego District, and you have my highest admiration for your masterly efforts in bringing about such result.

I'd like to feel your hearty hand-shake again, and be able to tell you personally how thankful I am to you.

I am, my dear Bill,

Yours most gratefully,

C. D. Sprigg."

A copy of a letter which came to me later from Senator Glass:

"United States Senate.
Committee on Appropriations.
January 24, 1923.

My dear Kettner:

It was indeed most agreeable to have a line from you. I frequently think of both you and Mrs. Kettner and always with respect and affection. I also frequently think of San Diego and never without wishing that it may go forward to great prosperity. Since its restoration to the position of port of entry was the only official act of mine in all my public career which was based purely on personal consideration, I am glad to note from the clipping attached to your letter that it has been justified by the business actually done. I hope sometime to come out and see you and your beautiful city.

With cordial regards,

Sincerely your friend,

(Signed) Carter Glass.

Hon. William Kettner,
305 Spreckels Building,
San Diego, California."

Appointment to Naval Affairs Committee.

My friends will wonder why I resigned from the Rivers and Harbors Committee after having been a member for several years and having advanced close to the chairmanship of the committee, but as they must remember, San Diego had received harbor appropriations amounting to a little over $1,000,000 during my office,

Naval Affairs Committee of House of Representatives Which Made All Direct Appropriations for Naval Purposes in World War.

and I also had an approved survey which would give several thousands in the future.

I have always been very fond of the Navy and had a dream for a long time that San Diego could be made a naval port. Speaking of the dream, I believe it dates from 1908 when the Evans Fleet landed in San Diego and I was chairman of the program committee. It seems that the general committee had overlooked the program and I was called in at the last minute. My name was suggested to the committee by my good friend Colonel L. S. McLure. Colonel D. C. Collier, who was prominent in all affairs at that time, seconded the motion, and I am happy to say I must have filled their expectations. I was informed of my appointment Thursday night and on Monday morning we had the program ready for the committee, thanks to Messrs. Frye & Smith, who worked their men all Saturday and Sunday night. I received the following letter from Mr. Clayton, who was chairman and director general of the reception committee:

"Executive Committee of
Evans Fleet Celebration Committee
William Clayton, Director General.
San Diego, California.
April 28, 1908.

William Kettner, Esq.,
San Diego, California.

My dear Mr. Kettner:

I want to put in writing what I have already said to you in regard to the service rendered by you to the Evans Fleet Celebration. At the eleventh hour you were selected to get up the official program in connection with the celebration. In twenty-four hours your program was on the press, which in my mind was a remarkable piece of work for the very short time you had at your disposal and the field you had to cover.

I appreciate highly the services you rendered to the Celebration Committee and am glad it has given me the opportunity of meeting you personally and learning how effectively your abilities and energies can be combined.

Believe me,

Yours very sincerely,

(Signed) W. Clayton,
Director General."

Upon tendering my resignation from the Rivers and Harbors Committee, see hearings on H. R. 10069, held before that committee, the following remarks were made, January 9, 1918:

"The Chairman (John H. Small): I have just had a piece of information that brings regret to me and I am sure will to the committee. Mr. Kettner has accepted a position on the Committee on Naval Affairs, and is going to tender his resignation as a member of this committee. Personally, I regret the severance of his relations with the committee very much. He was always agreeable and pleasant and has certainly always been most active and unselfish in his service on the committee.

Mr. Osborne: I especially want to protest against Mr. Kettner's going. I feel I shall be very lonely, from California, without his presence. And I am particularly concerned, having for 40 years lived out there in the sunny climate of California, and never having spent a winter in all that time in the East, about spending so much time, as I do, in this cold room. I feel his withdrawing will very appreciably lower the temperature. His genial smile is always a source of comfort and pleasure.

Mr. Dupre: You mean 'warmth', too.

Mr. Osborne: Yes, and I desire to express my great regret that he is going to leave this committee; although I am sure he will do fine service wherever he is placed.

Mr. Frear: I suggest that be put in print and that we all sign it as expressing the views of the committee.

Mr. Kettner: Mr. Chairman, I want to assure you, and the committee that it is with deep regret that I am leaving this committee. The chairman, the committee, and every member of the Corps of Engineers have been extremely kind to me, and my associations have been very, very pleasant. But, as the chairman stated, my people have requested me to become a member, if possible, of the Committee on Naval Affairs, as there is but one member west of the Rockies—from the State of Oregon—on that committee, and they thought it only right and proper that the great State of California should be represented on the Naval Affairs Committee. I thought it my duty to comply with their request, but I want to assure you again that it is with deep regret that I tender my resignation.

Mr. Frear: You understand, then, you have been drafted.

Mr. Kettner: More or less; yes."

House of Representatives Naval Committee and Executive Officers of the U. S. Navy as Constituted During World War.
(Taken on the Steps of the U. S. Capitol.)

INVESTIGATING COMMISSIONS

Helm Report

When Mr. Wm. D. Stephens was a member of the Committee on Naval Affairs in Congress, he did everything in his power to the end that we might have an increased naval protection on the Pacific Coast and was the cause of the following amendment being inserted in the naval bill:

(Page 17 of Public No. 241, 64th Congress, H. R. 15947.)

"The President is hereby authorized to appoint a commission of five officers of the Navy, not below the rank of commander, to investigate and report at the beginning of the next regular session of Congress, if practicable, and if not, as soon thereafter as practicable, as to the necessity, desirability, and advisability of establishing an additional navy yard or naval station on the Pacific Coast of the United States. And if such a navy yard or naval station be recommended as necessary and advisable, said report shall designate the most suitable site and the estimated cost thereof, together with a detailed statement of the reasons for such designation and the nature and scope of the activities for naval purposes of such yard or station. In arriving at such designation the commission shall take into consideration all strategical and other military considerations as well as all industrial elements necessary for the economical and successful operation of such a yard or station, including local conditions as to labor and material. Said report shall also contain an estimated cost of the necessary buildings, shops, piers, sea walls, and equipment of said yard or station together with the estimated annual cost of maintenance thereof.

Said commission shall also investigate and report upon the necessity, desirability, and advisability of improving existing or establishing an additional navy yards or naval station on the Atlantic coast south of Cape Hatteras or on or near the United States coast of the Gulf of Mexico or in the Caribbean Sea of a character adequate for the proper naval defense of that portion of the country. Said report shall contain all the information of like character as directed in the preceding paragraph relating to the investigation and report as to the Pacific coast.

Said commission shall also investigate and report as to the necessity, desirability, and advisability of establishing submarine and aviation bases on the Atlantic, Gulf of Mexico, and Pacific coasts and other possessions of the United States, and as to the cost and location thereof;

Provided, That the sum of $10,000 is hereby appropriated to de-

fray the expenses of said commission, including drafting, technical and clerical assistance in the Navy Department or elsewhere.

Said commission shall also investigate and report as to the necessity, desirability, and advisability of abolishing any existing navy yard or naval station, and if such action is recommended, to report fully the reasons therefor and the advantages to be obtained thereby."

This commission known as the "Helm Commission" made its report, but nothing was recommended for San Diego except an aviation station at North Island. In fact, resembling the latter part of Admiral Dewey's letter, it reported as follows:

(Extract from the "Preliminary Report of the Navy Yard Commission," Dec. 1946 Part 3—64th Congress, 2nd Session.)

"Commission on Navy Yards and Naval Stations

The strategic position of the coast of Southern California and the degree of defensibility of its harbors was commented upon in Report No. 2. It may be noted here that this important section of the coast, from Point Arguello to the Mexican boundary, over 200 nautical miles in extent, includes San Diego, Los Angeles, and Santa Barbara, and has long stretches of undefended coast where the landing of troops is practicable a greater part of the time. Submarines, assisted by aircraft, are indispensable to the defense of this stretch of coast.

* * * *

San Diego, as compared with the other principal harbors of the regions under consideration, is at a considerable disadvantage. Its proximity to the Mexican border, with no physical obstruction between it and foreign territory, renders it especially vulnerable in repelling invasion from that quarter. Its present railroad and steamship transportation facilities are inferior to those possessed by another city comparatively near at hand in the same region. Its commercial importance cannot be regarded at the present time as of the first order nor is it at present the natural outlet of a large interior supporting territory. The available anchorage space within the harbor in 35 to 40 foot depths of water is restricted. The supply of skilled labor is limited, and there are practically no large machine shops, shipbuilding or ship-repair facilities.

The present fortifications are not of the first order, and a navy yard established within the harbor would by its natural situation near the open sea, be subject to direct attack by naval forces.

In gauging the merits of San Diego as a possible location for an additional navy yard, the commission is of the opinion that it cannot receive favorable consideration in view of other available and more desirable sites. Its fine climate and other natural advantages will be given full consideration, however, in connection with the recommendation of the commission for the establishment at San Diego of a main aviation training base. This subject will be treated in Report No. 3 on submarine and aviation bases, as will also its advisability as a submarine operating base in time of war.

* * * In a report on submarine bases, dated April 21, 1916, and reaffirmed on November 8, 1916, recommending where they should be located and analyzing them in order of relative importance, the General Board of the Navy placed as No. 2 on this list a submarine base for training on the Southern California coast, the choice to lie between San Diego and Los Angeles, and not to be decided until an inspection has been made on the ground. No. 1 on this list was the existing training station at New London, Conn.

Service opinion in this matter appears from reports received to have crystallized in holding that the best location on the Pacific coast for a main submarine training station is on the Southern California coast, in either Los Angeles Harbor or San Diego Bay. These are the only two regions in Southern California available for selection which have in suitable degree all the requisite characteristics, not only as regards good training and torpedo-practice grounds but also as regards the possession of suitably protected harbors with fixed defenses. Certain general characteristics of these harbors have been described in paragraph four, and detailed description thereof is given in Appendixes B 2 and C 2, attached hereto. As between San Diego and Los Angeles, the former has possibly been named more often in general reports received by this commission, but specific reports from officers of long experience with submarine or destroyers on the Pacific coast indicate a decided preference for Los Angeles. Reference to San Diego in these general reports, is, however, often made in the form, 'San Diego region' or 'San Diego-Los Angeles', implying that the region rather than the individual places was intended. This is doubtless due in part to the fact that the service generally is better informed concerning San Diego Bay than it is concerning Los Angeles Harbor, especially since the recent improvements in the latter have been undertaken. In climate, comparative freedom from fog, suitable depth of water and good bottom, suitable torpedo ranges, and other requirements for the satisfactory and economical operation of a main submarine training base these two harbors of Southern California offer special advantages, and the commission fully concurs with official reports and service opinion that the main submarine training base should be located at one or the other.

22. As to whether such base shall be located at Los Angeles or at San Diego can be determined by comparison of the following elements: (1) Comparative advantages as regards submarine training grounds, and torpedo-practice grounds; (2) Comparative necessity for and usefulness of such a base from the standpoint of local defense in time of war; (3) Comparative advantages of sites available for selection of a base.

23. The above comparison will be made successively.

(1) As regards the best training grounds and the best torpedo-practice grounds. The commission has obtained the views of many officers who have had long practical experience on the Pacific coast in command of submarines and torpedo vessels. Their views are definite, and lean very strongly toward Los Angeles. A recent commanding officer of the coast torpedo force of the Pacific Fleet states that at Los Angeles—one of the finest submarine training grounds and torpedo firing grounds exists."

Then follows reports of several officers all favoring Los Angeles, and one makes this comparison:

> * * * "the only ports possessing all the above advantages are Los Angeles Harbor and Long Beach Harbor. These both utilize the same body of water for operations. San Diego has about the same advantages, except that there is always a large ground swell off the entrance to the harbor and the excessive amount of kelp would offer serious difficulties in torpedo work." * * *

The report continues:

> * * * "The views expressed in the foregoing quotations appear to represent the general service opinion of those who have had recent experience in submarine and torpedo work on the Pacific coast. San Diego has many of the good qualities of Los Angeles Harbor (San Pedro), but Los Angeles offers an available site very near the operating grounds for submarine and torpedo practice, with comparative freedom from ocean swell. Los Angeles is also free from the large kelp fields which are a distinct disadvantage in torpedo work further down the coast.
>
> * * * The climatic conditions in San Diego and Los Angeles are similar, and perhaps, if anything, San Diego has the advantage in this respect. San Diego is at a disadvantage as compared with Los Angeles in the distance that would be traveled—about 6 miles—from the base inside the harbor to and from the firing point. This is undesirable on account of the extra time involved in making daily practice runs submerged. As regards existing shop and repair facilities Los Angeles Harbor and vicinity offer many advantages over San Diego. The conclusion reached by the commission is that very definite advantage lies with Los Angeles.
>
> * * * San Diego has a much smaller population than Los Angeles, and the surrounding territory is not so well developed, nor does it offer the advantages of the latter in the way of repair facilities and supplies of all kinds. For the same reason, it does not offer as many inducements for an enemy's attack.
>
> * * * After careful consideration of all the advantages and disadvantages, and giving due weight to the testimony of many officers of extensive practical experience in submarine and destroyer work, the commission has no hesitation in recommending that the main submarine training base on the Southern California coast be located at Los Angeles Harbor.
>
> * * * With a training base at Los Angeles, San Diego's requirements as regards submarine basing facilities will be met by an operating base for use in time of war."

It will be noted that this Helm Commission was authorized by Congress and appointed by the President. Nothing is recommended for San Diego except an aviation base.

To the friend of the Navy and my personal friend
Hon. Wm Kittner, with esteem and affection.

J. M. McKean
Rear Admiral, U.S. Navy

Sep. 20, 1921.

McKean Report.

Later on, our good friend, Josephus Daniels, Secretary of the Navy, appointed a committee consisting of Rear-Admiral J. S. McKean, Rear-Admiral C. W. Parks and Commander J. C. Hilton to make a report on the Pacific Coast, and this report, which was submitted to the Congress by the Secretary, recommends a great many things which have been carried out in San Diego. Admiral McKean was so impressed with the advantages and possibilities of San Diego that, when he was commander of a battleship division, he brought his ships, headed by the U. S. S. "Wyoming", his flagship, in to San Diego Bay to be coaled.

The reader will kindly remember, however, that the Helm Report, which I have quoted, and Admiral Dewey's letter do not recommend San Diego for extensive operations. The only items recommended for San Diego are in the McKean Report, which commission was not authorized by the Congress but appointed by the Secretary of the Navy, Josephus Daniels. The great part of all the activities, however, were started in San Diego long before the McKean report.

The Report of the Commission appointed by Secretary Daniels carried this item:

> (Page 179—"Annual Report of the Secretary of the Navy, 1919.")
>
> "The board is in agreement with the Helm Commission's report as to the necessity of a submarine base on the Pacific coast south of San Francisco and agrees with the commission that the most satisfactory and available site is that selected at San Pedro, Calif.

Concerning the aviation site the McKean Commission made this report:

> (Page 186—"Report of the Secretary of the Navy, 1919.")
>
> "The board is in full agreement with the conclusions and recommendations of the Helm Commission as to the necessity for an aviation training and operating station on North Island, San Diego Harbor. The board is further of the opinion that the operations of the fleet on the west coast will require additional facilities in San Diego

Harbor, consisting of a supply base, a repair base for all but capital ships, and a large addition to the Fuel Supply Base as planned."

The reader may have some idea of the difficulty of securing appropriations under adverse reports, but even after such appropriations had been secured there was danger of transfer to other localities. Representative Osborne brought this out in the hearings on H. R. 4285, held before the Committee on Rivers and Harbors in the 65th Congress, page 13:

"Mr. Osborne: It seems to me that this would be a practical application of it: It so happens that Mr. Kettner's district and my district are in the same engineer district. Now, if Mr. Kettner in San Diego should have an unexpended balance from maintenance, the engineer of that district, if he should deem it wise to do so, could transfer that unexpended balance to the Los Angeles Harbor, could he not? He would have the right to do that, would he not?

Col. Newcomer: "Yes, sir; with the approval of the Chief of Engineers and the Secretary of War. The district engineer could not do that alone."

Congressional Commission.

In Public No. 243, 66th Congress, H. R. 13,108, appeared the following item:

"That a special joint committee is hereby created, to be composed of five members of the Senate to be appointed by the President of the Senate, and five members of the House of Representatives to be appointed by the Speaker of the House of Representatives. The committee shall investigate the advisability of establishing, developing, and maintaining a naval base on San Francisco Bay or the waters tributary thereto. The committee shall prepare comparative estimates of the cost of acquiring, establishing, developing, and maintaining such sites and shall report to the Congress of the United States not later than December 31, 1920, the result of its investigation, together with such other recommendations, estimates, and information as it deems proper, including information concerning a deeper channel to Mare Island Navy Yard and a sufficient water basin at Mare Island.

That said committee shall also investigate and report in like manner as to the advisability and cost of establishing an aviation base at San Point, King County, Washington; a submarine base at Los Angeles Harbor (San Pedro), California; and a submarine, destroyer, and aviation base at Port Angeles, Washington.

To
Mrs Wm. Kettner
Captain U.S.N.
Comdg. U.S.S. California.

That the Secretary of the Navy is hereby directed to detail such technical experts to assist the committee as the committee may request.

That the expenses of said committee shall be paid, one-half from the contingent fund of the House of Representatives and one-half from the contingent fund of the Senate, upon vouchers authorized by the committee and signed by the chairman thereof; and for the cost of borings and the procuring and collating of all other technical data in connection with such investigation, there is hereby appropriated out of any moneys in the Treasury not otherwise appropriated the sum of $50,000."

This committee consisted of Senators L. Heisler Ball, Henry W. Keyes, Miles Poindexter, Key Pittman, Thomas J. Walsh; Representatives Fred A. Britten, F. C. Hicks, A. E. B. Stephens, L. P. Padgett and D. J. Riordan.

This committee also concurred with the Helm Report in its findings.

Rodman Commission.

In the "Report of the Special Board of Shore Establishments" appointed by Secretary of the Navy Edwin Denby, of date of October 2, 1922, appears the following:

"The board also recommends that the following secondary bases be developed, to the extent indicated, taking priority for development after the six bases listed above. These secondary bases are named in the order in which they should be developed.

San Diego—An operating and supply base for the fleet, especially submarines, destroyers, and air craft, with limited facilities for their repair; a main personnel training station; a Marine Corps base and training station."

This Board consisted of officers of the U. S. Navy as follows:

Admiral Hugh Rodman, Senior Member; Rear Admiral A. H. Robertson, Rear Admiral W. V. Pratt, Rear Admiral J. D. Beuret, Construction Corps; Captain A. L. Willard, Captain J. T. Tompkins, Captain R. E. Bakenhus, Civil Engineer Corps; Commander R. M. Griswold, Recorder.

It will be noted that this commission consisting of leading Admirals and other naval officers who had been stationed at Los Angeles and San Diego, did not agree with the Helm report, nor with the Congressional committee, but specifically recommends a submarine base at San Diego.

Co-operation Necessary on Pacific Coast.

While in San Francisco a few days ago I was told of the luncheon given on October 15, 1923, at the Fifth National Convention of the American Legion at San Francisco, in honor of the American Navy, with Admiral Robert E. Coontz, Commander of the entire U. S. fleet, as guest of honor.

Among those present were other officers of the Army and Navy, Senator Key Pittman, member of the Naval committee of the U. S. Senate; Senator S. M. Shortridge, Ex-Senator Jas. D. Phelan, a number of the California Representatives and other prominent men in the life of the State.

(Invitation for this affair was inscribed as follows:)

"LUNCHEON
in honor of
The United States Navy
with
Admiral Robert E. Coontz, U. S. N.
as
The Honored Guest
given by
The C. C. Thomas Navy Post No. 244
of San Francisco
Acting as
The Naval Affairs Committee
of the
Fifth National Convention
American Legion

Ball room
Palace hotel
Monday
Fifteenth October
Nineteen Hundred
Twenty-three."

For Mr. and Mrs. William Kettner
With my sincere regard and esteem,
L. W. Eberle Admiral, U.S.N.,
Commander-in-Chief, Pacific Fleet.
November, 1922.

Admiral Coontz's speech dwelt upon the value of co-operation and following is an excerpt given me by a member of the San Francisco Chamber of Commerce:

> "We had a hard time getting any ships to the Pacific. We have only six senators on this side. The Atlantic Coast has twenty-six or thirty. We haven't many Navy yards. It took a long time, but we split that fleet in 1919 and got half of it out here and since that time the half was increased. We want places to look out for them. Why not get them? A few years ago if anybody had offered the Pacific Coast $107,000,000 we would have jumped at it. The time has come when something has got to be done. Board after Board has told what we want. Look what team work does—look at Puget Sound. What a great big fine place it is. Look at San Diego. Look what one man did there for San Diego—the training station, air station, destroyer base, marine camp."

Admiral Coontz was Chief of Operations of the Navy during much of the later construction work in San Diego.

IMPERIAL COUNTY

This county, lying below the level of the Colorado River and with all its new land and irrigation projects, takes a great deal of the time of a Member of Congress; but the Imperial Irrigation Districts and the supervisors of the county have always sent good men to Washington to assist their Representative.

[Brawley News.]

"February 13, 1915.

"Mr. Best a winner! $100,000 fund for river passes House. Representative William Kettner late yesterday afternoon telegraphed to William H. Best, who was recently an envoy for the Valley at Washington that the appropriation bill carrying $100,000 for emergency work on the Colorado River, conditioned upon the irrigation district raising another $100,000, passed the House yesterday afternoon and would now go to the Senate with excellent prospects of passage.

Mr. Best also received a letter yesterday from Representative Kettner, in which the congressman congratulated Mr. Best, giving him the credit and the highest praise for winning the $100,000 for the Valley. Mr. Kettner said that $100,000 federal money now was equivalent to a million dollars before the European war.

Mr. Best said nothing at all, but he was plainly very happy over the outcome of his work at Washington. He previously had said that if $100,000 federal money is expended, as General Marshall recommends, on rock revetment work six miles below the intake, the rest of the work will be comparatively easy; also that the irrigation district will promptly raise the $100,000 stipulated as a contingent fund by congress.

What made this money so hard to get through the Committee of the Congress, was the fact that they generally agreed that it was establishing a precedent to appropriate money to be spent outside of the United States. General Marshall of the reclamation service had the spending of this money and it was spent on the strengthening and raising of the levy at Lake Volcano."

The question of the flood control of the Colorado River has been of the utmost importance to the people of the Imperial Valley since the great break in the levee when it took all of the resources of the Southern Pacific Railway system to save the valley from complete inundation. There was also the matter of irrigating the

unirrigated lands. Time after time, I presented the matter to the Department of the Interior, alone or with committees from the Valley, trying to secure the co-operation of that Department, necessary before any bill of the several introduced could be passed through Congress. Possibly it was exasperation at seeing me over and over that finally caused the statement to be made to me that when we could secure the co-operation of the important Imperial Valley interests on some plan that would not be antagonistic to the Yuma project, already built by the government, the Department would then be in a receptive mood. As a result, an act, Public 208, 66th Congress, signed May 18, 1920, directed the Secretary of the Interior to have an examination made, reporting the result of his investigations concerning unirrigated lands, storage of water, and the extent to which the United States should contribute toward the cost of the plans proposed by him.

In March, 1915, Secretary Franklin K. Lane visited the Imperial Valley, under my escort, for the purpose of making a personal investigation into the conditions surrounding the levee improvement and the Colorado protection and irrigation work in progress. He wired me prior to his visit as follows:

> "Expect to leave Thursday afternoon and reach San Diego Friday afternoon and leave for Imperial Valley Sunday morning. I have looked forward to your going to Imperial Valley with me, but inasmuch as the vice-president arrives in San Diego on Sunday afternoon I presume you will not feel like doing this. Can arrangements be made for my transportation from San Diego to Imperial valley by automobile, or shall I go direct by train from here to the valley?"

As I stated to the Union, published March 23rd, in that paper,

> "Ever since I have been a congressman I have been trying to get Secretary Lane to visit the Imperial Valley. I have received a daily average of twelve to fifteen letters a day from residents of Imperial about land trouble over there and the Colorado

river project. I want the Secretary to see Imperial in person. People in Washington have no idea of what the valley contains. I want the secretary to see the extensive improvements and the wide area of cultivated land, and also look over the Colorado river. In fact, make a general inspection of the valley so that he will be able to give the people in Washington a comprehensive idea of the extent of Imperial valley.

"There is much trouble in Imperial over the land locations. There have been three surveys made of the land and this has caused much annoyance for the settlers in connection with titles to their lands. I have been working to have a separate land office established in the Imperial district. This has been recommended to the proper House committee by the Land Office and is warmly supported by Representative Irvine L. Lenroot, chairman of that committee. In fact the committee has recommended passage of the bill and reported it out of committee.

"Imperial valley has a tremendous future and its needs will no doubt receive favorable treatment at Washington as soon as the extent of it is realized."

One thing which gave me considerable pleasure was the creation of a Land Office for the Imperial Valley. With new lands being developed and put under irrigation it was exceedingly expensive for the settler to go to Los Angeles to make his filings, taking with him his witnesses, and being obliged to stay several days if the business at the land office was congested. There was much opposition from Los Angeles, as was natural, but it was not a difficult matter to show the probability that the business of a new office would more than pay the expense of maintaining it, aside from the more effective work on the many land matters there, difficult of adjustment at best. The first appointees were Judge P. C. Farr, register, and Phil S. Brooks, receiver.

"The Secretary of the Interior,
Washington.

August 20, 1914.

Hon. William Kettner,
House of Representatives.

My dear Mr. Kettner:

I have your letter of the 12th inst. suggesting the advisability of a visit by Commissioner Tallman, of the Land Office, to the Imperial Valley in connection with the rather extensive business that the people of that section have with the General Land Office.

In reply, permit me to say that if Mr. Tallman can find the time in the near future, in connection with his numerous duties,

to visit the Imperial Valley country, it will meet with my approval, as it will doubtless prove of benefit, both to the Land Office and to the people doing business therewith. However, at the present time, with the many important matters, before us, and the work we are trying to accomplish, together with the continued session of Congress and consequent reference of legislative matters, I have found it necessary to keep the various chiefs of this Department here in Washington practically all of the time.

Cordially yours,

FRANKLIN K. LANE."

Extract of a letter from Hon. Clay Tallman, Commissioner of the General Land Office, dated September 4, 1914:

"As you know, during the past year, in behalf of your constituents, you have had occasion to present many matters to this office, and as a result of your very evident sincerity in the interests of the people of your district, yet with always a desire to be eminently fair and just, I have come to place a large degree of reliance in whatever you have had occasion to submit. You have been indefatigable in your efforts to assist in straightening out the rather complicated situation in the Imperial Valley."

"DEPARTMENT OF THE INTERIOR,
General Land Office,
Washington, October 26, 1915.

Honorable William Kettner,
Representative in Congress,
San Diego, California.

My dear Mr. Kettner:

Permit me again to express to Mrs. Kettner and yourself, as well as your friends, our sincere appreciation of the splendid treatment shown us while in San Diego on our trip through Imperial Valley recently. While we were treated fine all along the line, I know of no place where we were treated with such genuine hospitality and good will or where we had such an all-around good time as during the four days spent with you.

With kindest regards, I am,

Very sincerely,

CLAY TALLMAN."

"HOTEL CONTINENTAL
Washington, D. C.

My dear Congressman:

Permit me to express just a little of a very great appreciation I feel for your constant encouragement and advice and untiring

efforts in our behalf. We were here a long while, I wonder that you did not tire of the sight of us.

I am leaving tonight for California and hence did not call in person. I waited and got the Secretary's letter and the official copy of the contract.

Sincerely,

PHIL D. SWING."

"PHIL D. SWING, ATTORNEY-AT-LAW
6, 7, and 8 Security Savings Bank Building
El Centro, Cal., Dec. 28th, 1917.

Honorable William Kettner,
Congressman,
Washington, D. C.

My dear Mr. Kettner:

The Imperial Valley Delegation returned from the capitol last week with nothing but praise for your diligent efforts in their behalf.

We are disappointed in the results accomplished by them in their interview with the Secretary of the Interior and the proposed contract offered by the Honorable Secretary will never be approved in the Imperial Valley. We feel, however, that congress will deal more fairly with us and that the proposed bill to create a Colorado River Project will meet with universal approval, providing its terms are not unfairly burdensome on Imperial Valley.

However, as I said in the beginning, all members of the delegation were very loud in their praises of your assistance. They are very strong for you.

Respectfully,

PHIL D. SWING."

RIVERSIDE COUNTY

"The Mission Inn, Riverside, California

Hon. William Kettner, Sept. 25, 1914.
Washington, D. C.

My dear Mr. Kettner:

I am in receipt of the copy of the Congressional Record giving your remarks on Sept. 8th in support of the Riverside Naval Orange Anniversary.

The whole community should be deeply grateful to you for your staunch support of the celebration and for your careful and painstaking investigation of the entire subject and for trying so hard to make the affair National.

Personally I thank you most sincerely for your generous tribute to the Mission Inn.

Yours sincerely,

Frank A. Miller.

P. S. I made the motion in our Chamber to have your remarks published in our paper."

"Riverside Chamber of Commerce

Riverside, California,
October 28, 1914.

Dear Mr. Kettner:

Despite your splendid efforts to secure congressional recognition for the International Citrus Congress and the Navel Orange Anniversary Celebration we have been compelled to face constantly increasing difficulty in bringing our plans to a head, chiefly because of the unhappy conditions abroad which are tending to make it more and more uncertain whether we could make such a congress international in any literal sense. We have therefore reluctantly voted to postpone the entire affair.

You have gone to such extraordinary lengths to secure endorsement for the project that we are truly embarrassed by the necessity of telling you that the project must be dropped for the present. Although forced to change our plans we are yet wonderfully grateful to you for the diligent, yes enthusiastic, support which you have given us. You have carried this matter forward in the face of opposition and indifference and have made sentiment for the project against odds which many another congressman would have thought overwhelming.

Sincerely yours,

Riverside Chamber of Commerce,
Henry L. Graham, President.
Robert Lee Bettner,
Chairman Navel Orange Celebration Com.
F. M. May, Secretary.

Hon. William Kettner,
San Diego, California."

In the 63rd Congress, 2nd session, I assisted in the passage of an item for the relief of Mrs. May Stanley, widow of Will H. Stanley, superintendent of the Soboba Indian School in Riverside County. He lost his life in the discharge of his duty, and the bill called for $5,000, but was cut down to $3,500.

Another thing which gives me a great deal of pride as I look over the past is the thought of the wonderful Indian School or Sherman Institute at Riverside, of which Mr. F. M. Conser is the Superintendent. Every year during my administration I had the pleasure of securing an increased appropriation for this really fine institution.

"Riverside Chamber of Commerce,
Harry L. Boardman, Managing Secretary
Written at
Riverside, California,
The City Beautiful

June 5, 1919.

Hon. William Kettner, M. C.
Washington, D. C.

Dear Mr. Kettner:

Your letter regarding Sherman Institute was read in our Directors' meeting last night and Mr. Conser, Supt. of the school, spoke of a similar letter received.

It was the vote of the Board of Directors that we express to you our thanks and appreciation of your interest in this matter, and the hope that the bill making provision for additional land at Sherman should finally become a law.

With all kindest regards,

Yours truly,

Harry L. Boardman,
Managing Secretary."

I was quite active in the location of March Field at Riverside and in securing the money to pay for the same. No county in my district has appreciated what I was able to do more than my friends in Riverside. The friendship of the leading citizens of this city and county will always be a pleasure and inspiration to me.

"The Mission Inn.

Riverside, California.

January 23, 1918.

Hon. William Kettner,

House of Representatives,

Washington, D. C.

My good friend William Kettner, I want to thank you very sincerely for the effective work you have done in our behalf. At the rate things are going, with your ability to accomplish things and your willingness to help your friends, there will no longer be any use for anybody to run in opposition to you; and I am willing to move that it be made unanimous as long as the Democratic Party will run you for Congress or anything else.

Sincerely yours,

Frank A. Miller."

"Riverside Chamber of Commerce

Written at

Riverside, California,

The City Beautiful

March 1st, 1918.

Hon. William Kettner,

House of Representatives,

Washington, D. C.

My dear Mr. Kettner:

The Board of Directors of the Riverside Chamber of Commerce wish to express to you their keen appreciation of your untiring efforts to secure the United States Aviation School for Riverside. They know that if it had not been for your unselfish work and prompt response to their appeals Riverside would have been overlooked and the school would not have been located here.

The Board of Directors assure you that your kindness will not be forgotten but that you will always have their friendship and support.

Very truly yours,

Geo. T. Bigelow,

Managing Secretary.

"Telegram

Riverside, California,

March 4, 1919.

Hon. William Kettner,

Washington, D. C.

You certainly made a bunch of your friends and admirers very happy today by your telegram of March Field made permanent. You had a mortgage on Riverside before but now you own it.

Very gratefully yours,

F. A. Miller."

"The Mission Inn,
Riverside, California.
May 13th, 1920.

Hon. William Kettner,
San Diego, California.

Dear friend:

Thank you for your telegram of May 12th relative to the transfer of papers in the March Field deal. We have everything in readiness for the Government representative.

Again, blessings on you friend, for the great service you have rendered us.

Yours sincerely,

Frank A. Miller."

Editorial from "Riverside Enterprise", Mr. J. B. Gabbert, Editor, November 25, 1918:

"Congressman Kettner Sound.

Congressman Kettner received the endorsement of the Republicans and Democrats alike in the recent election. He will represent a Republican district. As he stated yesterday in his talk to the people of the chamber of commerce, he will be placed in a hard position in the present congress. He believes in a tariff on citrus fruits commensurate with the difference in labor and shipping costs at home and abroad. There are members of his party who do not believe in any tariff. He believes that the laboring man cannot hope to maintain indefinitely the terrifically high wages that men in some branches of industry are now receiving. On the other hand, he can also recognize that industry cannot expect to force American labor wages down to a point where American manufactured goods can compete in price with the goods manufactured by the cheap labor of Europe. He believes in representing the great middle classes and the masses who pay the bills, and will support measures that will attempt to bring about a reconciliation of the two great forces of labor and capital. Kettner has a big job ahead, but he has the confidence of Democrats and Republicans alike. People in his district have found that he is an honorable gentleman, sound in judgment, honest in his convictions, and that he generally does the things for his district that are for the good of the people as a whole. We need more men like Bill Kettner in congress and fewer of the kind who consider party name a shibboleth to conjure with."

Editorial two years later from "Riverside Enterprise", May 26, 1920:

"Congressman Kettner's Record.

Speaking to the writer last night, Congressman Kettner said: 'Not under any consideration will I take the nomination again.' This statement came as a result of a direct question and he also told of

the efforts that have been made in his home city of San Diego to induce him to give up his decision to return to private business.

Congressman Kettner two years ago received the endorsement of Republicans and Democrats alike, because he had been one of the most efficient congressmen who has ever represented this district in congress. He has been as nearly non-partisan as a party man can possibly be. He has been consistently and always for what he believed to be the best interests of his district. He has grown to see that party lines mean little to the great mass of the people. What they want is results and that is what he has been getting for them. He is a sound business man and he has slaved for his constituents. The man who succeeds him, without reference to his political party, will have a big job to travel the pace set by William Kettner. Would that there were more like him in congress. He could stay there a long time if he desired to do so. Not many of any party could defeat him for it, but he is responding to the call to get back into private life and his own personal business affairs. Good luck to you, 'Bill', wherever that work may take you."

While the life of a Congressman is very strenuous, if he is wrapped up in his district, there are a great many pleasant and never to be forgotten events which occur during his tenure in office. One of the most pleasing in my entire experience, happened at Riverside. I was invited by several of their leading citizens ostensibly to confer on some political matter, and was tendered a banquet at the Mission Inn at Riverside. I remember well that I was much interested in noting the predominance of Republicans, and the feeling of friendship which permeated the air. I wish I could put in words my surprise when my good friend, the late Judge Hugh H. Craig, one of the very few Democrats present, arose and in a very touching address, so much so, indeed, that I was really unable to answer, presented me with a very handsome gold watch on behalf of those present. It bears this inscription:

"Presented to
William Kettner
by his
Democrat and Republican Friends.
Riverside, Calif.,
1918."

I wish to assure those present on that occasion that I have nothing in my possession that I prize more, and I hope to wear it for many years to come.

MONO AND INYO COUNTIES

A great many friends who will read these pages will be surprised to know that Mono and Inyo Counties are in the Eleventh Congressional District. I had the pleasure of restoring to settlement the Mt. Whitney military reservation, and there are now some happy settlers living in that wonderful section that had been withheld from settlement by the government for a number of years. While these are comparatively small counties, with a scattered population, yet they hold much of interest and their needs are just as deserving of attention as the counties not so isolated. Mono, with its wonderful mountain scenery, is full of the romance of the early mining days, at the same time adding to present day business romance by supplying much of the electric power used in Northern California.

Inyo County has Mt. Whitney, the highest point in the United States outside of Alaska, and Death Valley, the lowest and hottest place. From its Owens Lake, Los Angeles has developed its wonderful new water supply and the power developed there extends over much of Southern California and into Mexico.

ORANGE COUNTY

There was a time in Southern California when most of our freight was received by sea through Orange County, at a port then known as Anaheim Landing. Strange as it may seem to the reader, the government records will show that at one time three to five ships a week landed at this port and goods were shipped back into the interior for miles. The people of Orange County, especially of Newport, have made strenuous efforts to restore this port and are making headway from year to year.

I had the pleasure of escorting the Rivers and Harbors Committee to Newport on two occasions and brought the matter to the attention of the members so favorably that two different surveys for the harbor were made, but as the local government engineer stationed at Los Angeles on several instances decided against the work, or the improvement of this harbor at that time, and as the Committee on Rivers and Harbors can not approve of any project unless endorsed by the government engineers, I was unable to secure any appropriations. This did not lessen the determination of the good people of Newport. They have continued to improve their harbor and the County has recently voted $500,000 in bonds for further work. I have no doubt that, when the next survey is granted by the Congress, the district engineers will make a favorable report and Congress can then be induced to assist in developing the harbor.

[From Anaheim Plaindealer, April 22, 1916.]

"For three years before railway termnial facilities were abandoned at Newport harbor there was an average of 500 steam craft loading and unloading cargoes at that part. A concerted effort is now under way to get back sea-going business by co-operative outlay on the part of Orange county and the Federal government. It is mainly a matter of dredging. Representative Kettner is

pushing the adoption of a resolution directing the Secretary of War to establish pierhead and bulkhead lines at Newport bay in accordance with plans adopted by U. S. engineers May 25, 1913, with a view to further improvement. Orange county has such a wealth of proven agricultural and mining resources that opportunity of access to its water front and increased facility of cheap transportation are extremely desirable."

"First National Bank
of Newport Beach
Newport Beach, Calif.,
February 24, 1921.

Honorable William Kettner,
Washington, D. C.

Dear Billy:

Your kind letter of February 19 received, and I want to express my appreciation of your turning over to Congressman-elect Swing the Newport Harbor information that you have on hand.

Seven or eight months ago Ben Tarver and Bob Bigsby and some other prominent Democrats of Santa Ana spoke to me of an injustice I was doing you as indicated by an editorial in the Santa Ana Register. I explained to them and intended to go to San Diego and see you in regard to the matter that the Register article was made out of whole cloth with the possible exception of an opening given by my statement that you were the strongest man in the House of Representatives as indicated by the appropriations you got for San Diego, and that my belief was that while you were dumping the few millions into San Diego that you had the influence to have overridden House rule, and diverted a few thousand to Newport Harbor. I still think so, and I do not say it in a spirit of criticism, Billy. However, I am willing to admit that I may have overestimated your standing in Congress and your stand in with the administration and with the men who controlled things in Washington, and I want to assure you freely, now that you are out of the political game, and it cannot possibly sound like my trying to soft soap you in the interests of Newport Harbor, that personally I have the very highest regard for you and that I do not want anything to interfere with the friendly feeling that I have for you and which I hope you have for me, and I want to state further that never since I have become acquainted with you, have I said an unkind thing publicly or in private about you personally or politically.

Please give my best regards to Mrs. Kettner.

Yours very truly,
Lew H. Wallace."

SAN BERNARDINO COUNTY

An amusing incident comes to my mind, which happened in my first campaign. The construction of a bridge across the Colorado River at Yuma was in its early stages and my opponent stated that it was certain I would favor the southern highway. The people of San Bernardino County naturally were more or less excited because they were contemplating a highway through Needles. But I assured them that I would play fair, and no one will deny my activity in securing permission for the construction of this interstate bridge and later an appropriation from the Congress in the Indian Bill to pay one-third of the cost of the bridge at Needles. A copy of a letter from Senator Ashurst, which is self-explanatory appears on a subsequent page.

The following item appeared in the "San Bernardino Sun":

> "A resolution of appreciation, formally thanking Congressman William Kettner for his successful efforts in securing a $25,000 federal appropriation for the Needles river bridge was adopted by the Board of Supervisors at the session yesterday. The government has provided one-third of the cost and Arizona the other third."

The supervisors then adopted a resolution to the effect that if the state of California did not appropriate its share of the big development work at the next legislature, amounting to $25,000, the county of San Bernardino would raise the money, should the good roads bonds carry.

"TELEGRAM

Hon. Wm. Kettner, Needles, Cal., June 1—14.
Washington, D. C.

Needles Chamber of Commerce extends thanks yourself and colleagues for successful result in bridge matter.

E. N. BAKER, Secretary."

"United States Senate
Committee on Indian Affairs, Washington,
Sept. 8, 1914.

Hon. William Kettner,
House of Representatives,
Washington, D. C.

Dear William:

I want to thank you for the timely and effective assistance you rendered to the Senate Committee on Indian Affairs in the matter of the appropriation to aid in the construction of a bridge across the Colorado River at or near Needles, California.

I am sure your District has every reason to be proud of you, as considering the fact you are serving your first term, you measured up well as a Representative of dignity, character, industry, and ability.

With kind personal regards, and hoping for your success in the coming campaign, I am,

Sincerely yours,

Henry F. Ashurst,
Chairman."

The "Evening Index", San Bernardino, California, Tuesday, May 26, 1914:

"Would make ears tingle. 'Bruder' Bill Kettner is warmly praised by his colleagues. Correspondent of progressive paper tells of a hustling congressman. By Ernest G. Walker, Washington correspondent of the Sacramento Bee.

Washington, May 26.—Representative William Kettner's ears must have tingled the other day at things his colleagues in the House, both Democrats and Republicans were saying about him.

The new member from San Diego has made a reputation at Washington for giving strict attention to congressional duties. He is one of the working Democrats of the rivers and harbors committee of the House and won commendation for the manner in which he toiled over the mass of documents there and, when the annual appropriation bill was framed a few weeks ago, sought to take care of worthy projects for the help of commerce in all parts of the country.

Praised by Underwood.

Representative Underwood of Alabama, majority leader of the House, was one of those discussing the House membership.

'There is Kettner of California, one of our new members on the Democratic side', said Underwood. 'He has made a very diligent, aggressive, active, and earnest representative. That man has the respect and confidence here of his fellow members. He has been, and will be, of great service to the people of the Pacific coast as a member of the Rivers and Harbors Committee.'

Curry Seconds Underwood.

'Yes,' said Representative Curry of the Sacramento district, 'Kettner certainly has been a very valuable member of that com-

mittee. He has been of great assistance to me in obtaining appropriations for projects in my district. Kettner and Humphrey of Washington State were instrumental in getting the Sacramento river appropriations through.'

'I am a Democrat', said Representative Burgess of Texas, 'but politics aside, I think the citizens of his district would be very foolish at this time if they permitted Kettner to be defeated. Kettner is doing all that can be done, is a fine fellow and represents his people to the handle.'

MURRAY FOLLOWS SUIT.

Representative Murray of Boston heard what was being said. 'Well, I want to add a word right here,' he interposed. 'William Kettner is the busiest, liveliest, and best Democrat from the west on the rivers and harbors committee.

'I know something about the splendid work for California projects that he has recently done on the rivers and harbors committee. It is unusual for a new member to get on that committee. I tried when I was a new member and failed to get there. We like Kettner because he is a worker. He not only takes care of his own projects, but he helps us with our eastern projects. As the house membership and its committee now stand Kettner is the only California congressman who could expect an assignment to rivers and harbors.'

The conversation ran on in that wise much in compliment to Kettner, who, it should be said, did not hear a word of what was being spoken of him until considerably afterward."

Editorial from the "Redlands Daily Facts":

June 30, 1917.

"WILLIAM KETTNER REPRESENTATIVE IN CONGRESS.

The editor of The Facts wants to say to the people of this little section of the Eleventh Congressional district something about their member of the House of Representatives—their congressman, as he is commonly known. He is William Kettner of San Diego, Democrat in politics, and therefore of the opposite faith to this paper.

This paper has consistently, though without success, opposed Mr. Kettner in his aspirations to serve the district in Congress. We did this, not because we did not like the man, but because we thought his scheme of economics, as represented by the Democratic platform, wrong. It is altogether likely we will follow the same course in the future, if tariff and other questions of national import loom large, as they have in the past; if the prosperity of the people can be served best by some other party.

But no man, be his politics what they may, can visit Washington while Congress is in session, and observe the activities of the man who represents this district, and not see that he is a remarkably efficient man on the job. The gospel of success in the halls of Congress, just as elsewhere, is WORK—spelled with big, capital letters, just like that. And "Bill Kettner", as his intimates call him, and they all get to be intimates in a mighty short time, is some worker. To see the Eleventh California dis-

trict Congressman in action is to admire him for his industry, his ability to grasp a problem quickly, his loyalty to his district and to the country, and his efficiency in getting results.

The day of the speechmaker in Congress has largely gone by. Not that it is not worth while to be able to express oneself forcibly on the questions of the day. But the work of the Congressman is done before committees, before the various departments of government, and in consultations with leaders. One does not make ovations at such times. An ability to grasp the salient features of a matter at issue, and to get one's idea on that question into the mind or minds in authority, is the thing that counts. A Congressman must be able to size up men, judge clearly of how best to approach them, and then be indefatigable in his industry and application of the methods he has determined upon to reach the desired end. Mr. Kettner is a past master in these things.

The round of detail work which a Congressman in a district like this one must look after is in itself appalling. Mr. Kettner told me that his mail averages 76 letters and 4 telegrams a day. That is just one little part of the work. Members of the House have their offices in what is known as the House Office Building, opposite the wing of the national Capital given over to that department of Congress over which Champ Clark presides with his thunderous voice and his mighty gavel. It is in this office the Congressman does most of his work; at least it is his headquarters.

A member of the House is allowed $125 a month for a secretary. A good secretary is invaluable to a member. Mr. Kettner has a good one or he could never accomplish what he does. But that any man should be able to wade through the mass of correspondence he receives, keep in touch with the measures before Congress, and give special attention to his committee, and at the same time look after constituents 'from home', almost passes comprehension.

'What makes you pay so much attention to people; why give so much time to looking after the pleasure and conveniences of men and women who are here generally on matters of comparatively small importance?' I put this question to 'Bill'.

'Because I said when I took on this job'—he calls it a job—'I decided that I must be the servant of the people who sent me here. I have never gotten away from that idea. This is my third term, and that idea grows stronger every day. I am willing to work week days and Sundays and nights in order to give all there is in me to my district. And one of the valuable parts of that service is in showing the many historic and educational things and places in Washington to those who come this way.'

And just then the big gong sounded, the gong which summons the Congressmen from their offices to the House chamber, to cast their vote on the question before the body, and on which question some member had been talking for an hour or so to a handful of men, and one woman, and to a splendid array of empty benches.

In short, in a few days spent at the National Capital I learned to admire very heartily the man who receives a small salary for a great amount of work done in looking after the interests of this

To my Good Friend. William Kettner.

Champ Clark

part of California,—that our portion of the coast may not be neglected, that the Colorado river may be tamed and the people of Imperial Valley may yet get the necessary water, that the orange and lemon growers may receive all the tariff possible under the policy of this administration, that the beet sugar men shall be likewise kept sight of, and, last but not least, that San Diego and her harbor shall remain the center of many activities —and, believe me, while Billy Kettner is on the job they will so remain.

As I said in the beginning this is a Republican paper, believing in the principles of the Republican party. But, if there must be a Democrat representing us at Washington, there isn't a finer, broader, more capable one in the whole district than William Kettner, member of Congress by grace of San Diego and some thousands of Republicans in this district.

LYMAN M. KING, Editor."

After the watch was given me at Riverside, my good friend Mr. Charles M. Brown of Redlands, presented me with a beautiful chain which I prize very highly, as he has been a faithful supporter through all of my political experience, and I have grown to love him for his many good qualities.

Another of the many pleasant surprises occurred a few days before the 25th of December, 1918. I received a small registered package from San Bernardino. On opening same I found a beautiful watch charm set in diamonds in the shape of an emblem. One side has the cross of the 33rd Masonic degree; the other side the Knight Templar cross; and on the inside the following engraving:

"Hon. William Kettner
from
11th Cal. Dist. Friends
December 25, 1918."

My good friend Mr. Ernest Martin, postmaster at San Bernardino wrote me it was from the postmasters of my district.

Concerning the World War Veterans' Hospital established at Arrowhead.

"United States Post Office

San Bernardino, Calif.

Feb. 24, 1920.

Dear Bill:

If there was any doubt that you hold a warm spot in the hearts of the San Berdooites (which there wasn't) it has been dispelled by the Arrowhead deal which was announced in the morning papers.

I am sending you a page of the Sun containing the announcement and you may see that steps were taken to see that Bill Kettner got full credit for his good work on this proposition.

Everyone here is tickled and is very grateful to the 'best Congressman this District ever produced.' That quoted line sounds like campaign times doesn't it, but, in this instance it is more the real McCoy than ever before.

Have written to the Kink of Hemet for the central committeemen in that county which you requested and will send them with ours in a few days.

Again thanking you for helping us out on the Arrowhead, and wishing you all kinds of continued success I am,

Yours sincerely,

Ernest Martin."

LABOR

My votes in Congress on labor questions generally have met with the approval of Samuel Gompers, President of the American Federation of Labor. Here are copies of letters from the different labor leaders stationed at Washington:

"Department of Labor
Office of the Secretary
Washington,

October 8, 1914.

Hon. William Kettner,
Representative, 11th Congressional District,
California.

Dear Mr. Kettner:

In the closing hours of the second session of the 63rd Congress I take the opportunity of congratulating you upon the excellent record you have made in the House of Representatives. This has been an unusually important Congress. The administration and the majority in Congress have been dealing with great problems affecting the present and future welfare of our country. To be able to say, as you can say, that you have been in the thick of the fight in support of these policies is an honor you may well be proud of. When, in addition to that, you can turn to the record and show that your vote has invariably been cast in support of those measures which labor has been standing for in order to promote the common uplift it makes such a splendid showing that I have deemed it my duty to write you this letter of congratulation, and express the hope that your constituents will return you to the next Congress to continue the work so well begun in this.

It is seldom the case that a Member of Congress is able to be present and voting on all important occasions. That you were always present and always voting right on questions affecting labor should commend itself to every one who toils with brain or brawn and everyone who is interested in human progress.

Sincerely yours,

W. B. Wilson,
Secretary of Labor."

"H. E. Wills P. J. McNamara Wm. Clark Val Fitzpatrick
A. G. C. E. Vice President Vice President Vice President
B. of L. E. B. of L. F. & E. O. R. C. B. of R. T.
Arthur Woolley, Clerk.

National Legislative and Information Bureau

Order of Railway Conductors
Brotherhood of Railway Trainmen
Brotherhood of Locomotive Engineers
Brotherhood of Locomotive Firemen and Enginemen

Offices: 101 B. Street S. E.
Telephones Lincoln (3578-3650)

Washington, D. C., July 21, 1916.

To the Members of the B. of L. E.,
B. of L. F. and E., O. R. C. and B. of R. T.,
Eleventh Congressional District,
State of California.

Dear Sirs and Brothers:

Having received a number of requests, we take pleasure in enclosing herewith a copy of the labor record of Honorable William Kettner, Representative in Congress from your district, as we have it compiled in this office from the Congressional Record.

We think it only fair to say that we are personally well acquainted with Mr. Kettner and find him to be in all respects a high-class gentleman. He has extended to us as representatives of the men in engine and train service in his district, many courtesies and favors which we have appreciated and which have assisted us in our efforts to protect the interest of the memberships.

Yours fraternally,

W. M. Clark
Vice President
Nat'l Legislative Representative,
O. R. C.

H. E. Wills
A. G. C. E.
Nat'l Legislative Representative,
B. of L. E.

Val. Fitzpatrick,
Vice President
Nat'l Legislative Representative,
B. of R. T.

P. J. McNamara,
Vice President
Nat'l Legislative Representative,
B. of L. F. & E."

"American Federation of Labor

Washington, D. C., July 12, 1916.

Mr. Harry W. George,
408 Third Street,
San Bernardino, Calif.

Dear Sir and Brother:

Your favor of July 2 received.

In reply, I take pleasure in sending you herewith the legislative record of the Honorable William Kettner from the Eleventh Congressional District of California. The record shows the manner in which Representative Kettner has voted on measures affect-

ing the interests of Labor which have come before the House of Representatives during his membership therein. It is an exceptionally good record, as you will note Mr. Kettner voted favorably on seventeen occasions and is recorded as not voting only two, and on these occasions it was unavoidable.

Trusting that you will find the record of service to you and with best wishes for your every success, I am,

Fraternally yours,

SAM E. GOMPERS,
President, American
Federation of Labor."

Enclosure

PENSIONS AND WAR RISKS INSURANCE.

It makes me very happy whenever I meet one of our old veterans of the Civil War, as I had the pleasure of assisting in the passage of over 300 bills in their favor. And by the way I believe they are the most appreciative of my work as I never meet one but he mentions the good that I have done for him and other old veterans.

But the detail of pensions was easy in comparison with the war risk insurance where an overwhelming amount of detail work swept upon new, inexperienced clerks. Many, many pathetic letters came to my office, asking help in securing action on compensation cases and many trips were made to the bureau in an effort to straighten out tangles that were causing so much hardship.

MISCELLANEOUS MATTERS

The newspapers quote Secretary Hughes in a recent speech as follows:

> "Facility of communication is agreeable and useful, but it leads not only to making more numerous and importunate the demands of every calling, but to a vast waste of time by rendering easy countless interruptions to serious work."

While I did my utmost to give service on every request that came to me, it did seem sometimes as if it were an expedient of "let George do it". However, many of these questions were as important to the individual as the greater things were to the nation and deserved proper consideration. After one has been in Washington and has considered the "magnificent distances" and the street car lines, he will appreciate the effect of receiving letters reading like this: "Whenever you are going by, please drop into the pension office,—please drop into the land office, or the patent office, or the bureau of standards." These offices are anywhere from three-quarters of a mile to six miles away from the capital and "dropping in" is a matter very carefully scheduled.

My early masonic activities have brought me a large acquaintanceship throughout the state, and these friends added much to my work and to my pleasure in service.

While in the Congress I was an officer in the Grand Chapter of Royal Arch Masons and of the Grand Commandery of Knights Templar of California and Grand Marshal of the Blue Lodge. When I found that the Congress would be in session practically all of the time and that I could not perform the duties as an officer of these bodies I resigned, feeling it right to do so, to be consistent with myself, as during the number of years

when I was Inspector of the Blue Lodge I held strongly to the point that an officer who could not attend to his duties and be present at the meetings should resign and give the honor to those who were doing the work. The hardest thing in my life for me was to make the decision not to run again for Congress, and the second hardest was to resign from these Grand bodies, as I had been a regular attendant since 1898, and it was the ambition of my life to become a Past Grand High Priest and a Past Grand Commander, but I performed my duty as I saw it.

The following resolutions are from the Proceedings of the Grand Chapter and of the Grand Commandery:

Taken from "Grand Chapter of Royal Arch Masons of California, Proceedings of the Sixty-third Annual Convocation" held in Scottish Rite Temple, Sacramento, California, April A. 1, 2447 A. D. 1917, page 473.

"R. E. Companion Spencer spoke of Companion Kettner's duties at Washington and stated that he had received his resignation as Grand Captain of the Host. That he had endeavored to induce Companion Kettner not to offer his resignation, but that the Companion had insisted upon it. Therefore he now offered the resignation of Companion Kettner as Grand Captain of the Host of this Grand Chapter and moved that the same be accepted, and that a proper resolution be prepared to be forwarded to Companion Kettner, expressing the confidence of Grand Chapter in him and wishing him success.

Motion carried unanimously.

Excellent Companion Jones offered the following preamble and resolutions and the same were unanimously adopted:

Whereas, The Grand Captain of the Host, Excellent Companion William Kettner, insists that he be not advanced to a higher station in the Grand Chapter at this time because of his inability to meet with the Grand Chapter and perform the duties of his station therein because his duties as a Representative in Congress have demanded his presence, time and labor at Washington; and

Whereas, The Grand Chapter regards it its duty under the circumstances to comply with the request of our Excellent Companion;

Resolved, that the Grand Chapter of Royal Arch Masons of California hereby expresses its sincere regret that the duties so valuable to the Government and people of the United States, of

our Grand Captain of the Host, William Kettner, have kept him from our Annual Convocation, while most heartily agreeing with him that his duties at this time to the nation are paramount to all others; and that in his true American spirit and great devotion to the interests of the nation this Grand Chapter is greatly honored.

Resolved, That the Grand Secretary be and is instructed and directed to forward to Excellent Companion Kettner a copy of these resolutions.

The resignation of Companion Kettner was accepted."

Taken from "Proceedings of the Grand Commandery of Knights Templar of the State of California at its Fifty-ninth Annual Conclave held in Scottish Rite Temple Sacramento, commencing Thursday, the Nineteenth day of April, A. D. 1917, A. O. 799, page 347:

"Commending Eminent Sir William Kettner.

By Grand Captain General Bledsoe.

Whereas, Eminent Sir William Kettner, long an honored member of this Grand Commandery, and lately occupying appointive office therein, has been compelled because of extraordinary demands upon him as a member of Congress from this State at this time, to absent himself from California, and in consequence has felt impelled to resign from his office in the Grand Commandery; now, therefore, be it

Resolved, That the Grand Commandery, though it regrets exceedingly the necessity which impelled the severance of official relations by Eminent Sir William Kettner with this body, yet rejoices that one so able, so loyal and so indefatigable, is permitted in this hour of stress, to serve his Country in the high Councils of the Nation. May his duties soon permit his return to our Templar midst, is our earnest wish and hope; and be it

Resolved, That the Grand Recorder send to Eminent Knight Kettner a telegram expressive of these sentiments.
further

Resolution unanimously adopted."

A page from "Fifty Years of Masonry in California":

"W. Bro. William Kettner, 32°, P. M., E. C.

He was born November 20, 1864, at Ann Arbor, Mich., and his parents were John F. and Fredericka R. (Lang) Kettner, the father being a noted musician. His residence is at Visalia, Tulare County, Cal.; occupation, business manager of the Visalia Delta, and insurance agent. He was educated in the public schools of Galena, Ill., and in the Jefferson School at St. Paul, Minn., where

he resided for several years He afterward was a resident of Rochester, N. Y., and Portland, Or., and came to California in 1885, and located in Julian, San Diego County, where he engaged in mining until 1888, when he removed to Santa Ana and conducted a hotel in that place for several years. He then located in Visalia, where he has since continued to reside, connected with the commercial newspaper staff, and for the last five years has been engaged as business manager of the Visalia Delta and acting as superintendent of the Germania Life Insurance Company. In public life he now fills the position of City Councilman of Visalia.

Bro. William Kettner was initiated an Entered Apprentice Mason, March 17th, passed to the degree of Fellow Craft, April 19th, and raised to the sublime degree of Master Mason May 21, 1894, in Visalia Lodge No. 128 at Visalia. He was appointed and served as Junior Deacon in 1894, Senior Deacon in 1895; elected and served as Junior Warden in 1896, Senior Warden in 1897, and Worshipful Master in 1898, and is now performing the duties of that office. On February, 1899, he was appointed and is now serving as the Inspector of the Thirty-third Masonic District of California.

Comp. Wm. Kettner was advanced to the honorary degree of Mark Master, October 4, 1895, inducted and presided in the Oriental Chair as Past Master, November 6th, received and acknowledged a Most Excellent Master, December 8th, and exalted to the sublime degree of Royal Arch Mason, January 10, 1896, in Visalia Chapter, No. 44, at Visalia. He was appointed Captain of the Host in 1896, and is still serving in that capacity.

Sir William Kettner received the Illustrious Order of the Red Cross and was created a Knight Templar and Knight of Malta, June 6, 1896, in Visalia Commandery, No. 26, at Visalia. He was elected and served as Captain-General in 1897, Generalissimo in 1898, Commander in 1899, and is now filling that office.

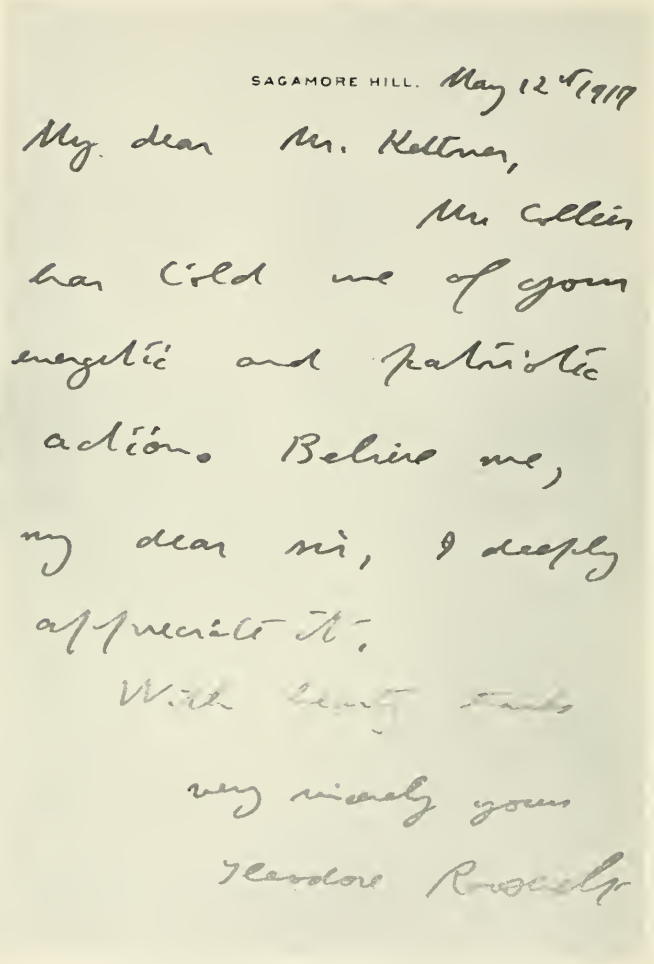
Bro. Kettner received the degree of the Ancient and Accepted Scottish Rite of Freemasonry by dispensation and communication, from the 4th to the 32d, inclusive, April 25, 1898, in Oakland lodge of Perfection (4°-14°), No. 2, in Gethsemane Chapter of Rose Croix (15°-18°), No. 2, in De Molay Council of Kadosh (19°-30°), No, 2, and 31st and 32 in Oakland Consistory, No. 2, at Oakland, Cal. He also became a charter member of and assisted in the organization of Visalia Lodge of Perfection, No. 9, at Visalia, in the year 1898, and was the first Venerable Master of the same, which is now the first Lodge of Perfection in the San Joaquin Valley, He filled the first term, which expired in February, 1899, and performed his duties with marked ability. Upon the election of his successor, he entered more earnestly upon the floor work, and by his active zeal and devotion has aided greatly in promoting its interests and advancing its prosperity.

Bro. William Kettner enjoys the confidence and esteem of the entire Masonic fraternity in that community, and is an honor and credit to the delta in San Joaquin Valley."

These activities bring their reward in one's own consciousness, but I always carry in my pocket a tangible evidence of kindly feeling that means much to me.

In 1910, at a meeting of the Chamber of Commerce of San Diego, I spoke of inviting the Grand Commandery of Knights Templar to San Diego. Colonel Collier immediately became very enthusiastic on the subject and the directors, after some little discussion finally decided it would be the proper thing to do. At the next meeting of the Grand Commandery, in company with Judge W. J. Mossholder, we had the pleasure of inviting the Grand Commandery to hold the next Grand Conclave in San Diego, which invitation was not accepted at that time. A year later we again brought the matter to the attention of the Grand Commandery and our invitation was accepted. We also invited the Grand Chapter, Royal Arch Masons, and Grand Council, Royal and Select Masters, which bodies had never before met outside of San Francisco. Both invitations were accepted and in 1912 the three Grand bodies met in the Grant Hotel in San Diego. I was appointed Chairman of the Committee on funds for all the local bodies and the San Diego people as usual subscribed very liberally. We had over $5,000 for the entertainment of our visitors.

I also had the pleasure of serving as Chairman of the three local bodies and later on was appointed Adjutant by General Robert Wankowski, to act during the session of the Grand Commandery. On the last night of the Conclave a grand ball was given at the Coronado Hotel. Several hundred were present. During the evening Mrs. D. E. F. Easton, wife of the Commander of California Commandery No. 1, stepped on the platform and rapped for order. After one of the most beautiful presentation speeches to which I have ever listened, she ended to my great surprise by calling me to the stand and presenting me with a gold card, beautifully inscribed, as follows:


SAGAMORE HILL. May 12th 1919

My dear Mr. Kettner,

Mr Collier has told me of your energetic and patriotic action. Believe me, my dear sir, I deeply appreciate it.

With best wishes,

very sincerely yours

Theodore Roosevelt

Letter of Appreciation from Theodore Roosevelt.

54th Annual Conclave
Grand Commandery
of California Knights Templar
San Diego—Cal.—April 18-20, 1912.
Presented by California Commandery No. 1 K. T.
To E. SIR WILLIAM KETTNER, P. C.
in appreciation of his valuable services
and the many knightly courtesies
to California Commandery.

Sir W. R. Jost
Recorder

E. Sir D. E. F. Easton
Commander

At that time, California Commandery had presented only one other card of this character. It was to President McKinley upon his visit to California and that card is now in the Masonic Museum at Philadelphia.

When the Rivers and Harbors Committee visited the west coast we were entertained at the Virginia Hotel in Long Beach. The "Long Beach Press" of August 6, 1915, carried these two items on its front page:

"Masonic Triumvirate all Here.

Thirty-third degree Masons are not numerous. Money can't buy that honor, which can be won only by distinguished service and the added happy chance of coming next in line.

Masons understand all that. Here's something of more particular interest to Long Beach Masons and non-Masons.

There are in Congress only three Masons of the thirty-third and last degree. They are:

Congressman Allen P. Treadway, of Massachusetts.
Congressman William Kettner, San Diego, Cal.
Congressman William D. Stephens, Los Angeles, Cal.

All three of those congressional Masons of the most exalted degree broke bread together yesterday noon. They broke it at the Virginia hotel in Long Beach. The occasion was the lunch in honor of the Rivers and Harbors committeemen of the House of Congress."

The following inserts show something of the diversity of the interests that came through my office:

"Sagamore Hill, May 12th, 1917.

My dear Mr. Kettner:

Mr. Collier has told me of your energetic and patriotic action. Believe me, my dear sir, I deeply appreciate it.

With hearty thanks,

Very sincerely yours,
(Signed) Theodore Roosevelt."

A feature story, by Fred C. Kelly, from the "Washington Herald" referring to Mr. I. I. Irwin, of San Diego:

"Brudder Bill Goes the Limit to Help Out a Friend; Smashed all Precedents When He Gets the President to Interrupt His Lunch to Sign a Bill.

It is necessary to bear in mind throughout this story that Mr. Bill Kettner, member of congress from San Diego, Cal., used to be an insurance agent.

If everybody will agree to hold fast to that fact during the unfolding of our little narrative we can proceed at once. Very well.

It seems that there is some kind of international chamber of commerce meeting to take place in Paris this summer, with delegates from various large cities. The chamber of commerce out in Bill Kettner's town yearned to be represented, and they wrote to Kettner that he would simply have to fix it. Sadly Kettner found that the list of delegates had already been made up. But a day or two later he learned to his great joy that there was a bill pending which gave the President of the United States the right to name ten additional delegates-at-large.

Kettner skirmished about and made arrangements for the chamber of commerce in his town to get one of these. Meanwhile the San Diego folks, never doubting that Kettner would be able to talk the proper authorites into doing whatever he wanted, had sent along their delegate.

This delegate struck Washington and Kettner's office in a great hurry, saying that he had to leave town that afternoon at 2 o'clock and must have his credentials at once, as he was to sail from New York the next day.

But there was a hitch. The bill entitling the President to appoint Bill Kettner's delegate had not yet been signed. Kettner rushed to the White House and found that the bill was there ready for signature.

'Ah, well then', smiled Kettner, 'we'll have the president sign it at once and my friend will just have time to catch his train.'

'But the president has just gone to lunch', explained Tommy Brahany, one of the smart young Irishmen who look after things at the executive offices. 'He'll be gone for an hour or so.'

'Gracious sakes alive,' exclaimed Kettner. 'It's too bad, but we'll simply have to disturb him at his victuals and let him sign the bill over in the dining-room. I'm sorry but that's what we'll have to do.'

'Oh, we couldn't do that,' Brahany told Kettner. 'I doubt if there is a case on record where a President was disturbed at his meal to sign a bill.'

'Can't help that,' insisted Kettner. 'If we wait for the President to finish his dessert, and come back here my friend will miss his train. You wouldn't stand idly by and see a man miss a train would you?'

Well, without going into further details, Kettner talked Brahany into sending the bill over to the President for signature. And Kettner's friend made his train with a minute and a half ot spare.

Now you know why it was necessary to bear in mind that Kettner used to sell life insurance before he came to congress."

During my early service in the House I had the pleasure of assisting and escorting the Rivers and Harbors Committee through the Sacramento Valley. I am very happy now on looking back to know that I was of some real service in having the Congress adopt the great reclamation project for that district. By way of explanation I insert a letter from that resourceful and never tiring man, of which Sacramento Valley can be proud—Mr. V. S. McClatchy:

"State Reclamation Board

March 6, 1914.

Hon. William Kettner,
House of Representatives,
Washington, D. C.

My dear Mr. Kettner:

Your letter of February 20th I find on my desk on returning from a trip to Honolulu. I thank you very much for the information therein contained, intended for the use of the Reclamation Board, and shall greatly appreciate being kept in touch, in a confidential way, with these matters in the future.

From other letters which have reached Sacramento during my absence I am thoroughly advised of the great debt which California, and particularly those interested in the success of the flood control project, owe you for your able and effective work before the Rivers and Harbors Committee in securing not only an appropriation, but official recognition of the project. We can the better appreciate what has been done by yourself, assisted particularly, as I understand it, by Congressman Humphrey of Washington and Congressman Humphreys of Mississippi, when we remember the Mississippi project, which means so much to so many states, failed of official approval, although it received an appropriation.

I shall lose no opportunity of advising the people of this end of the State of what is due you in this matter, and I sincerely hope that the State may long have the services in Congress of a Representative as efficient as yourself, and I congratulate San Diego and incidentally California.

Very sincerely yours,

(Signed) V. S. McClatchy."

"Rialto Chamber of Commerce
Rialto, California, April third, 1916.

Congressman William Kettner,
Washington, D. C.

Honorable Sir:

In behalf of the officers and members of the Rialto Chamber of Commerce, and the citizens of this community, I desire to extend heartiest thanks to you for your splendid efforts in behalf of the Rialto Rural Route.

Only those, who, like yourself, are perfectly familiar with conditions in the citrus belt can realize the real hardships which would have been entailed had the rural route been consolidated with the Colton route.

Again thanking you for your earnest cooperation, I am,

Yours very respectfully,

F. S. Hasfelt,
Sec'y Rialto C. of C."

"Pacific Electric Railway Company
Los Angeles, Cal., May 15, 1918.

Hon. William Kettner,
Member of Congress,
Washington, D. C.

Dear Mr. Kettner:

I thank you very much for yours of the 2d enclosing copy of amended House Bill.

Referring to your last remark: I note that most everything you have to do with ends well.

Yours truly,

Paul Shoup."

"Los Angeles Trust & Savings Bank
Los Angeles, California.
July 12th, 1918.

Hon. William Kettner, M. C.,
Washington, D. C.

My dear Billy:

Thank you so much for yours of the 6th regarding Mrs. Perier.

You have always been so very kind in all of my requests, that I cannot help but write this letter of appreciation.

I am delighted to know that you will go through so easy this coming election. The people of San Diego should sincerely do something in a liberal way to recognize your devotion to duty and your self-sacrifice. Whatever prosperity is in that City belongs solely to you, my dear friend Congressman Kettner.

Cordially yours,

Motley H. Flint."

To my friend, William
Kettner, with best
wishes, Paul Thorp
March 22.

"City of San Diego
Legislative Department
San Diego, California.

August 23, 1918.

Honorable William Kettner,
Member of Congress,
Washington, D. C.

My dear Billy:

Here I am at San Diego, participating once more in the City affairs prior to my resigning as Councilman to enter the Federal Service.

Your telegram of the 16th inst., addressed to me at Sacramento, together with several other telegrams all relating to the appointment as Major, Adjutant General's Department, eventually reached me at my office in San Diego, and I shall today notify Capt. Tingley, Instructor of Military Science and Tactics, Polytechnic High School, that I will appear before him not later than the 28th inst.

I thank you indeed for your congratulations, and wish again to express myself of my heartfelt appreciation of your participation in the happy outcome of this whole affair. If it had not been for you, Billy, I would probably still be longingly waiting for some result from my application for active service and I feel that I can never repay you for your personal interest in my behalf, but you can rest assured that I shall ever hold myself in readiness to do what I can or may, favorable to you or your interest, whatever and wherever possible.

Mrs. Fay is here with me for the purpose of adjusting our personal affairs, but will remain with her mother at Long Beach for the duration of the war and she joins me in expressions of kind appreciation, best thoughts and wishes for Mrs. Kettner and yourself for evermore.

Again thanking you, my dear Billy, I remain, as ever,

Your friend,

Fay."

"Strand Theatre
San Diego, California, Feb. 2, '19

William Kettner,
Washington, D. C.

My dear Bro. Bill:

I can never thank you enough for what you have done for me. I am under obligations to you for life. Miss Brissac made the flight today in the War Plane and it was a wonderful experience for her, an episode in her life that money could not purchase and all due to your wonderful work at Washington. The permit arrived on Friday afternoon and we were notified of your success by the authorities at Rockwell Field. The Big Circus was to take place on Saturday and the little lady was prepared to make the flight, but on Saturday morning it commenced to rain and it was an awful disagreeable day, so much so that the big event was postponed until today (Sunday). This morning it threatened

rain again and it did rain nearly all day but the Circus went merrily on and at about three-thirty this afternoon Miss Brissac started on her wonderful trip. The gentleman who piloted her through the air took her over Camp Kearny and as far north as Del Mar, they returned at once and circled over Point Loma and made a beautiful landing in Rockwell Field. Miss Brissac was dreadfully seasick but stood the journey like an old veteran. Bill we all thank you, and this week I am going to offer Mrs. Kettner a box at the Strand Theatre where she can see Miss Brissac and possibly she will hear her tell her story of her flight from the stage. Accept my personal thanks for your kind service, and Mr. John Wray (the husband), Hayward and all interested also wish me to tell you how grateful they feel. You have done so many nice things for me Bill, really I can never thank you enough. I am going to send you clippings from the papers provided they cover the journey of Miss Brissac amongst the clouds. I will write you later concerning young Hinchman who will receive his discharge on the 5th. Good bye and thanks again for your kindness. I am as ever,

Fraternally yours,

J. M. Dodge.

Miss Brissac was up in
the air-plane about two hours."

"The Secretary of the Interior.
Washington,

February 27, 1919.

My dear Billy:

I have just read the Record of yesterday and want you to know that I appreciate very much indeed your looking out for us on the Alaskan railroad matter.

Cordially yours,

Franklin K. Lane.

Hon. Wm. Kettner,
House of Representatives."

"Guantanamo, Cuba, 7-25-19

The Honorable William Kettner,
Washington, D. C.

Dear Sir:

I feel deeply indebted to you for your kindness in securing my passport to Cuba, and while thanks is little for your efforts in my behalf, it is all I can do at present, but I assure you it is a kindness I shall never forget, and at any time I can be of service to you it will be a pleasure on my part to perform same.

Accept my kindest wishes.

Very truly,

Lyman E. Gillet."

"San Diego Chamber of Commerce,
San Diego, California.

August 11, 1919.

Hon. Wm. Kettner,
Spreckels Bldg.,
San Diego, Calif.

Dear Mr. Kettner:

We know that the foundation for the success of the entire reception and entertainment of Secretary Daniels and the Pacific Fleet was laid by you months ago, and if we have carried out your original plans to a successful conclusion, we are more than satisfied. We know that your services were invaluable to us and that neither you nor Mrs. Kettner spared yourselves in any way, and for all of which we are truly grateful and tender you our sincere thanks.

Very truly yours,

Pacific Fleet Celebration Committee,
Melville Klauber,
W. S. Dorland,
Carl H. Heilbron."

"Calexico Chamber of Commerce,
Calexico, Calif., December 15th, 1919.

Hon. William Kettner,
Member of Congress,
House Office Building,
Washington, D. C.

Dear Sir:

On behalf of the Chamber of Commerce at Calexico, I wish to thank you very sincerely for the substantial aid which you gave the Chamber in the matter of securing for W. J. Peters, a Chinese merchant of Calexico and Mexicali, the right to pass back and forth between those communities on a border permit. Calexico has benefitted greatly from this privilege and we know that other cities in California will also benefit a great deal because Mr. Peters is now in a position to purchase large quantities of merchandise for himself and other merchants and ranchers in Lower California.

We want you to know that this is not merely a formal letter of thanks for your aid but is a sincere desire on our part to have you fully appreciate that we value very much your interest in our community in this matter.

Very sincerely yours,

Frank D. Hevener,
President."

"Washington, D. C.,
January 27, 1920.

Honorable William Kettner, M. C.
Member of House Committee on Naval Affairs,
House Office Building,
Washington, D. C.

Sir:

As Representatives of the Chief Petty Officers and other enlisted men in the U. S. Navy, we wish to express our gratitude and thanks to you for the passage in the House of Representatives, of Bill H. R. 11927 carrying an increase in pay for the men.

The men have been informed of the passage of the Bill. Were you in our position and heard them express their appreciation, we think you would have been, in a measure, rewarded for your unselfish work.

Again thanking you in behalf of the enlisted men, we remain,

Very truly yours,

R. W. White,
Chief Yeoman, U. S. Navy.
C. H. McDonald,
Chief Gunner's Mate, U. S. Navy."

My record in National Guard work for the state is best expressed by the letter of General Borree, copy hereto attached:

"State of California
The Adjutant's Office

Hon. Wm. Kettner, M. C., Sacramento, April 23, 1920.
Washington, D. C.

My dear Mr. Kettner:

I desire to express the appreciation of this office for the splendid support given by you in the matter of securing the amendment to Section 110, which was made necessary in order that the California National Guardsmen could receive pay between the date of the passage of the Bill, and the next meeting of the California Legislature.

You may rest assured that the entire National Guard of California also deeply appreciates the service you have rendered them.

I have been informed by Congressman Clarence F. Lea, that the proposed amendment to Section 110, was not adopted by the Army Reorganization Bill which passed the Senate a few days ago. As the whole matter is now thrown into Conference, I sincerely trust that you will again give your hearty support towards securing an amendment to the Bill in Conference, so that the National Guard of this State may receive the same compensation as that received by other States.

Again thanking you for your hearty co-operation, I remain,

Cordially yours,

J. J. Borree,
Brig. Gen. N. G. C.
The Adjutant General."

"City of San Rafael
California.

Mayor's Department April 28, 1920.
Hon. Wm. Kettner,
Member Congress,
Washington, D. C.

Dear Mr. Kettner:

I am in receipt of your telegram and letter of the 22nd inst., conveying the good news for the little old lady.

She is deeply grateful to you for your kind interest in her behalf; and, as for myself, I am not only appreciative but proud that there are men who can take time from their important duties to give such consideration in a purely humanitarian cause.

I am sure that we will all rejoice in the prospect indicated in the last chapter of your letter which intimates that we shall soon see you in California.

Be assured of a very warm and cordial greeting from

Yours very sincerely,

Geo. F. Rodden."

"Treasury Department
Washington

June 11, 1920.

Hon. William Kettner,
House of Representatives,
Washington, D. C.

My dear Congressman:

You are advised that the application to organize 'The First National Bank of Yucaipa,' Cal., has been approved by the Comptroller and the Secretary of the Treasury.

Yours very truly,

W. J. Fowler,
Deputy Comptroller."

MISCELLANEOUS APPRECIATIONS THAT ARE AS FLOWERS TO THE LIVING

"National Monthly
March 1916
(By Frank B. Lord, Past President, National Press Club, Washington, D. C.)

While the Democrats of California are searching for an available candidate for the United States Senate this year they should not overlook the Hon. William Kettner, of San Diego. Besides being a very capable citizen, from whatever point of view you look upon him, and a very good Democrat, 'Bre'r Bill' is the greatest glad-hander that ever greeted a voter in any campaign. He has the art of handshaking and backslapping down to such a science that even if he has an enemy—but 'there ain't no such animal' so far as Kettner is concerned—he would have him shouting for him with the first greeting. All of which is by way of saying that William Kettner is the best beloved citizen of Southern California and one of the most popular in the State at large. Popularity and ability ought to count for a great deal with the Democrats in the forthcoming Senatorial campaign in California.

Mark what 'Bill' Kettner did in the last Congressional election. It hasn't had a parallel in any campaign in any State in a decade. But first let us go back to the campaign of 1912. Previous to that Kettner had formed a business partnership with a fellow Democrat and the first article of their agreement was that neither should ever enter politics so long as they were associated together. Bill's partner broke the pledge first. He wanted to make a trip to the East and as there were not many Democrats in the San Diego district who were anxious to pay their expenses to the Baltimore Convention, he accepted the post of delegate.

When he reached Baltimore, he received a telegram from 'Bill' saying that the Democrats in San Diego wanted him to run for Congress and that as it would doubtless advertise the firm he intended to accept. The long and short of it was that the opposition divided between Republicans and Progressives and 'Bill' was elected to Congress. He made good from the first. Then came the campaign of 1914, and Congress remained in session until a few weeks before election. Kettner's friends advised him to remain on the job and said they would look out for his political interests. He did so, but believed he was sacrificing himself to duty, for the registration showed some 20,000 Democrats and about 50,000 Republican voters in his district. Some hopeless undertaking for a Democrat to run for Congress against such odds, it appeared. But this is what happened. With 20,000 registered Democratic voters and 50,000 Republican voters

in his district, Kettner won by the enormous majority of 23,000, which may truly be said to be going some. He turned a Republican majority of 30,000 into a Democratic majority of 23,000, carrying every county in his district, and his home city almost ten to one. This is what the people think of 'Bre'r Bill' Kettner in Southern California.

In view of the unwritten law that one Senator must come from the northern part of the state and the other from the southern counties, it would seem that Mr. Kettner, hailing from San Diego, would afford the Democrats a winning candidate in their fight to have California represented in the United States Senate by two good Democrats."

High praise for my record is voiced in a letter which was received from Byron W. Newton, Assistant Secretary of the Treasury, in 1916, as follows:

"My dear Kettner:

Mighty glad to get your letter and the newspapers telling the cheerful story of the way you were supported at the primaries. It seems to me that this is a period in American politics when the voters must be controlled by common sense and patrotism and support with their votes honest men instead of the noisy pretenders. On this basis I cannot but feel that the people of your district will return you to Washington.

Your record here as a congressman is certainly one that entitles you to the confidence of the people in your district, as well as the respect and confidence of those of us here in Washington most intimately familiar with your record and your work.

I wish I could get out to California and do a little talking for you, but of course that is impossible. I am planning to take a short vacation and devote the time to New York state, among my old friends and neighbors, where I hope to be able to do our cause a little good.

With kind regards and sincere wishes for your success, I am,

Sincerely yours,

(Signed) Byron W. Newton."

On front page of "The San Diego Sun", Saturday, September 9, 1916:

"William Kettner

For Congress.

William Kettner has ably represented this great and important district in the lower national house for four years past. He has voted right on every great national question, so far as we have been able to discover. His record on labor and legislation in the interests of the Common People is directly in line with the best traditions of the national administration, whose cause he particularly upholds.

He has been the very efficient and valuable friend of this district and its chief city and port, San Diego. Recognizing that the improvement of San Diego harbor and the fortification of the port of San Diego by the army and navy of the United States are matters of national and not state or local concerns, Congressman Kettner's attitude toward appropriations for San Diego port and harbor has always been upon the high plane of the good of the nation as a whole.

William Kettner was a valuable congressman four years ago. He was a much more valuable man two years later. Today it would be a political crime to permit him to be defeated by an untried stranger.

It is practically certain, as certain as anything human can be, that President Wilson will be re-elected, and that the liberal and broad patriotic policy toward the San Diego harbor, already inaugurated by this administration, will be carried out if the administration is retained in power."

"The White House,
Washington.

November 17, 1916.

My dear Mr. Kettner:

I thank you with all my heart for your message. It gives me especial pleasure as coming from one with whom I have been associated in the great work of the last four years.

Sincerely yours,

Woodrow Wilson.

Imagine my joyful surprise when Mr. Frank A. Salmons brought to me the following resolution, in the City of Washington. I truly appreciated this resolution and want to assure my good Rotarians that I carry a very warm feeling in my heart for them at all times:

"Hon. William Kettner,
House of Representatives.

"Whereas the Hon. Wm. Kettner a member of the San Diego Rotary Club is rendering exceptionally good services to his Country and to his City by his untiring work in Congress; ever ready and ever watchful to promote the interests of his constitutents; honest and conscientious in his efforts to fufill his obligations to his Country, always mindful of the trust imposed on him, and

Whereas his dearest and best friend Frand A. Salmons has been selected by this Club to represent it at the annual Session of International Association of Rotary Clubs to be held in Atlanta, Georgia, June 17-21, 1916, at which City he will be met by Rotarian Kettner.

Therefore be it Resolved, that the San Diego Rotary Club request Rotarian Frank A. Salmons to convey greetings and best wishes to our Brother "Bill" and to assure him of our hearty approval and appreciation of his manifold evidences of loyalty and zeal. We commend this good work; we admire his pluck and his energy and honor him for his devotion to his Country and his President. We hope rich blessings will flow to him and reward his every effort in the Cause of Justice, Righteousness and humanity. May God bless him and his good wife and return them safely to us is the wish of his brothers in Rotary.

San Diego, California
May 31, 1917.

Resolution unanimously adopted at Annual Meeting of Rotary Club of San Diego, at San Diego Hotel May 31st, 1917.

H. W. Sumption,
Secretary.

John A. Gillons,
President."

"San Diego, Cal., August 7th, 1917.

Hon. Wm. Kettner,
House of Representatives,
Washington, D. C.

My dear Mr. Kettner:

I just returned home from my vacation and the first act that I wish to do is to thank you for your kindness in reference to my requests of you.

I had hoped that I could be of some service to the Government, and if so, I am more than ready to do what I can. This you may bear in mind.

You have heard so much fulsome praise of your work that I am almost ashamed to express what I feel. I want to say that it has been a personal pleasure to me to watch step by step your splendid work, not only for what you have been able to get for this section, but for the stand you have taken on public matters. Unfortunately, the former counts most, but the few people whose opinions you would prize highly dwell with greater pleasure on the latter.

I trust and am sure that you will continue to be as conscientious, fearless and independent and at the same time as courteous as you have been in the past. I can offer you no higher tribute, and again with thanks,

Sincerely yours,
JULIUS WANGENHEIM."

There is one thing that gave me very much pleasure, and continues to please me as I grow older. San Diego a few years ago was short on funds, but this did not deter Chief Louis Almgren nor his capable men from designing and constructing a fire boat so necessary on

our harbor. With his firemen he built one of the finest and most useful fire boats I have ever seen, working during their off-time, salvaging much material that had been classed as city "junk", and making everything, including the hull of the boat, with the exception of the engines and such items as the heavy deluge nozzles. Its capacity is 3500 gallons a minute at 135 lbs. pressure, and has saved the city of San Diego and the Navy thousands of dollars on the water front. When this fire tug was completed the firemen saw fit to name it the "Bill Kettner", and I know of no nicer compliment that has ever been paid to me. In my feeble way I have often tried to thank them and to show my appreciation in other ways. May it continue to do the good work in the future that it has in the past.

"House of Representatives
Washington, D. C.

March 6, 1919.

Hon. William Kettner,
Washington.

Dear Billy:

I must not go. You know the reason which does not prevent, but only detains me. I will feel better to remain. Mrs. Butler is well but then I wish to be within hailing distance of her until the warm Spring fully restores her. I have no word to tell you the degree of my disappointment. I turn to my only comfort, found in having Mrs. Butler's companionship continued for my complete enjoyment. The fates have been good to me although they have wrecked my hopes for the pleasures which further association with my fellow members of our committee promised me. You must not say that I am unmanly when I confess a fondness for them that I do not share with other men. Then I want to see the California people towards whom my liking constantly leads me, for who could forget the natural hospitality which they show a stranger, of which I am a living and voluntary witness. I can't write you any more. Billy, you good forgiving friend, to whom I now commit my one reason for my detention at home, with the command that you make it well known. I just have Fred Hick's telegram, my affection for him, makes me waiver. No, I asked that Mrs. Butler might be allowed to remain with me and because my request was granted, my joy removes the bitterness which my disappointment would otherwise give me. Should I go away from her now the 'Great White Father' might doubt my sincerity.

Your friend,

Thomas S. Butler."

["San Diego Union" August 7, 1919.]

"Congressman William Kettner.

This active member of Congress representing the eleventh California district has done more than any other man to present San Diego's valid claims to congress, and as a result has been instrumental in bringing to San Diego many great army and navy activities which by natural right she deserved. Congressman Kettner ran unopposed for his present term—a fact which clearly indicates his popularity."

"Melville Klauber,
404-5 Southern Title Bldg.,
San Diego, California.

November 26, 1919.

Hon. William Kettner, M. C.,
House Office Bldg.,
Washington, D. C.

My dear Mr. Kettner:

It was a great pleasure to me to be able to wire you last night at the Alexandria, that all of the bonds had carried with a heavy majority.

In my telegram I specifically mentioned the Harbor Bonds, knowing that this was the item which you were most anxious about. Congratulations upon the result.

I am just in receipt of your letter of November 24th, written prior to your departure in which you are good enough to mention my cooperation with you while I was President of the Chamber of Commerce.

Your relationship and mine in behalf of the community we both care so much for, were unusually happy. It was a pleasure to work with you in relation to Federal matters, because we knew any effort we made here would have commensurate results with you in charge at the other end.

In the future as in the past, I will welcome every opportunity to render any service in my power in connection with your work.

Very sincerely yours,
Melville Klauber."

"The First Assistant Postmaster General
Washington.

January 1, 1920.

Hon. William Kettner,
Washington, D. C.

My dear Mr. Kettner:

I deeply appreciate both your Christmas card and the wishes for the New Year expressed in your letter, and may I not in return express my fondest hopes for a happy, prosperous and successful future for both you and Mrs. Kettner. However, I

deeply regret that early in the year 1921 your duties as a Member of Congress will end. You have served your District as no other person could have served it. I have watched your career in Congress with a great deal of interest and think you have been more successful than any other Member in securing needed legislation for your district. This has not only been due to the fact that the cause was worthy but because of the high regard and esteem that you are held by all those with whom you come in contact.

With my kindest wishes, I am,

Very sincerely,

J. C. Koons."

"The Secretary of the Navy.

Washington, March 2, 1921.

My dear Sir and Friend:

Before leaving Washington after eight years service as Secretary of the Navy, I feel that I can not go home without sending you a line to express my lasting appreciation for the privilege of having been able to serve with you and other patriotic members of the Naval Affairs Committee in the strengthening of the Navy. I shall take home with me many pleasant memories but none will be with me longer or give me quite the same cheer and satisfaction as the uniform consideration, wise counsel and cooperation in my intercourse with the members of the House Naval Affairs Committee.

The expression of their friendship and approval, evidenced by the dinner tendered to me, was most grateful. Though in the future deliberations of your Committee I will not officially come before you, you will know that, having been shipmates through the stormy days of war and readjustment after war, as well as in the hard tasks of preparation for war, I will always have the deepest interest in the work of your committee and in everything that pertains to the welfare of the Navy.

With warm assurances of my personal regards, and good wishes to you always I am,

Sincerely your friend,

(Signed) Josephus Daniels.

Hon. William Kettner, M. C.
Committee on Naval Affairs,
House of Representatives."

"United States Senate,
Committee on Railroads.

March 18, 1921.

Hon. William Kettner,
San Diego, California.

My dear Billy:

I am mighty glad to know that your home folks have given you such evidence of their appreciation, that they did appreciate

you I of course knew, but it too often happens that people wait to show appreciation until the subject of it is gone to the Great Beyond.

San Diego is going to miss you, for it never has had and never will have a more efficient representative, one who has done more or can in the future do more for the interests of San Diego. I do not want to let our acquaintance fade away, and shall hope to meet you from time to time when I visit the Coast.

With best wishes for your future, and regretting that you have left us, I remain,

Very sincerely yours,

I. L. LENROOT."

I firmly believe that most people have a longing to do something for their fellowman, in order that it may be said when they have passed on that their lives have not been spent in vain. I think this feeling is accentuated when there are no children to take one's place.

I have on different occasions mentioned members of the Common Council, and how they have always given me their hearty support, but I was truly surprised and pleased when I received the following communication:

"ORDINANCE No. 8421

An Ordinance Changing the Name of Arctic Street to Kettner Boulevard.

Be it Ordained by the Common Council of The City of San Diego as follows:

Section 1. That the name of Arctic Street, for its entire length, in the City of San Diego, California, be and the same is hereby changed to KETTNER BOULEVARD.

Section 2. This ordinance shall take effect and be in force on the thirty-first day from and after its passage and approval.

I hereby Certify that the above and foregoing is a full, true, and correct copy of Ordinance No. 8421, of the Ordinances of the City of San Diego, California, as adopted by the Common Council of said city on July 11th, 1921, and approved by the Mayor of said City on July 16th, 1921.

(Seal)

JOHN L. BACON, Mayor.
VIRGILIO BRUSCHI,
JNO. A. HELD,
FRED A. HEILBRON,
DON M. STEWART,
HARRY K. WEITZEL,
Councilmen."

ALLEN H. WRIGHT,
City Clerk of the City of
San Diego, California.

AUTOGRAPHED LETTER FROM ADMIRAL PAKENHAM WHO VISITED SAN DIEGO ON HIS MAJESTY'S SHIP RALEIGH.

"H. M. S. 'Raleigh.'
At Sea, 8 Dec. '21.

My dear Kettner:

Besides the more formal thanks under another cover, allow me to say how conscious I am of the debt the Raleigh collectively owes to you personally. Thank you most warmly. It has been more than delightful for all hands.

Allow me to thank you also for the very interesting suggestions contained in 'War Profits', which puts a disagreeable situation into very plain words.

Pray give Mrs. Kettner my kindest remembrance. Good-bye, and au revoir.

Very sincerely,
W. G. PAKENHAM."

"WAR DEPARTMENT
Office of the Chief of Engineers
Washington,

July 22, 1922.

Mr. William Kettner,
San Diego, Calif.

My dear Mr. Kettner:

I am back again at the office and operating my share of the treadmill once more. After such a pleasant time in your hospitable city and enjoying your delightful climate, to come back to work in Washington during the summer is like small boys going to school after vacation. Mrs. Beach is about as enthusiastic over San Diego as I have been for several years past, and has expressed her regrets many times that it is so far away from Washington. We certainly enjoyed our visit in your city in every possible way and are still enjoying it in recollection.

While your city is most attractive and your climate the best all-around article in the United States, they cannot excel San Diego's hospitality, especially when dispensed by yourself with your charming wife as assistant. You gave Mrs. Beach and myself such a pleasant and delightful time that we will remember it as long as our memory holds and the center of the picture will be Mr. and Mrs. Kettner.

With all kindest regards and best wishes for you both from Mrs. Beach and myself, and wishing to be remembered to the others who assisted in giving us such a pleasant time, I remain.

Cordially yours,

LANSING H. BEACH,
Major General, Chief of Engineers."

"House of Representatives
Committee on Appropriations,
Sixty-seventh Congress
Washington, D. C.

December 20, 1922.

Hon. William Kettner,
334-5 Spreckels Building,
San Diego, Calif.

Dear Bill:

I want you to know that we miss you here, and often talk about you. The truth is we cannot help talking about you in considering the Naval bill, because you have written your trade mark all over that bill. By this time you have learned that we appropriated more money than the Budget Bureau asked in order that we might complete the Training Station at San Diego.

I am still hoping that your people will finally induce you to come back into the game and send you back to the House for their good and for our pleasure.

Mrs. Byrnes joins me in wishing you and Mrs. Kettner a Merry Christmas and lots of good luck during the year to come.

Sincerely yours,

James F. Byrnes."

"310 California St.
San Francisco, Calif.

January 1, 1923.

From: Rear Admiral Christian J. Peoples (SC) U. S. N.

To: Mr. William Kettner.

Subject: What is a friend.

It is a person with whom you dare to be yourself. Your soul can go naked with him. He seems to ask of you to put on nothing, only to be what you are. He does not want you to be better or worse. When you are with him you feel as a prisoner feels who has been declared innocent. You do not have to be on your guard. You can say what you think, so long as it is genuinely you. He understands those contradictions in your nature that lead others to misjudge you. With him you breathe free. You can take off your coat and loosen your collar. You can avow your little vanities and envies and hates and vicious sparks, your meanness and absurdities, and in opening them up to him they are lost, dissolved on the white ocean of his loyalty. He understands. You do not have to be careful. You can abuse him, neglect him, tolerate him. Best of all you can keep still with him. It makes no matter. He likes you. He is like fire that purges all you do. He is water that cleanses all that you say. He is like wine that warms you to the bone. He understands. He understands. You can weep with him, pray with him, laugh with him. Thru and underneath it all he sees, knows and loves you. A FRIEND, I repeat, is one with whom you dare to be **yourself**—and verily that is you, Bill.

C. J. Peoples."

Extract from letter written by Hon. W. B. Oliver, member of sub-committee of the Appropriations Committee of the House, January 18, 1923:

"The fact is you had laid the ground work for all appropriations carried in the present Bill, and we were simply providing necessary funds for carrying out commitments made at your instance. It so happened that I was not present when the Sub-committee reached the item relating to San Diego, but when the Sub-committee held its conference later, to fix the appropriations, there was really no disagreement between us. Some one, I think, remarked in a jocular vein that 'Billie Kettner had established the Navy at San Diego.' "

"War Department
Office of the Secretary
Aboard U. S. A. T. 'U. S. Grant'.

At Sea, May 23, 1923.

My dear Kettner:

A visit to San Diego without you one of the prominent figures in the picture would not seem natural and would not be satisfactory. I was glad years ago to see the friendship for you which your neighbors hold and, while such friendship sometimes means political connection, it certainly does not in your case and there is no less evidence of it now than there was when you represented your district in Congress. Your attention added greatly to the pleasure of our visit to San Diego.

Will you please present to Mrs. Kettner my kind regards and believe me,

Sincerely yours,

John W. Weeks,
Secretary of War.

Hon. William Kettner,
San Diego, California."

UPON ANNOUNCING MY DETERMINATION NOT TO RUN AGAIN FOR CONGRESS

"Eugene Daney,
Attorney at Law,
San Diego, Cal.

San Diego, California,
January 7th, 1920.

Hon William Kettner,
Washington, D. C.

My dear 'Brudder' Bill:

I received your very thoughtful Christmas message, and also your letter of the 31st ult. enclosing speech of Mr. Garrett of Tennessee, which I read with a great deal of pleasure. Without knowing the gentleman, from a reading of his speech, I am quite ready to join in your high estimate of him.

We all have rejoiced at the good things which you were so instrumental in creating with reference to the large appropriations which the Government intends to make towards improvements at San Diego, and also with reference to the appointment of Admiral Welles to command this Naval District. I do not know how the people of San Diego can ever cease to be grateful to you for your splendid efforts which have been productive of so much good to our community. When you went to Congress the first time San Diego was pretty dead, and there was prevalent hereabouts quite a gloomy atmosphere. Now at the beginning of the year 1920 we can all see San Diego coming into its own; great prosperity ahead and its future assured. If there is one man who deserves more credit than another for all this it is none other than our beloved Congressman—William Kettner. In saying this I am not merely expressing my own individual opinion but I am reflecting the general opinion of all your constituents. On every hand I hear almost daily the remark made 'We must at all hazards keep Bill Kettner in Congress.' I tell everyone that I fear this is impossible, as you have definitely, publicly and privately stated that under no circumstances would you accept a re-election. That you could be re-elected hands down goes without saying. For while we may differ in religion, in politics, on the League of Nations, on the Freedom of Ireland, and on thousands of other equally important questions, there is one point upon which we do not differ, and upon which we stand as a solid phalanx with a solidarity that defies hell and high water, and that is on the subject of Bill Kettner. You deserve this confidence, esteem and commendation of your fellow citizens, for with one voice we say unto you in the language of the Lord in the parable of the Talents (Matthew, chap. 25, v. 21) 'Well done thou good and faithful servant'; and when you shall have finished your work in Congress we shall finish the quotation by saying

further unto you in the language of the Lord in the same parable: 'Thou has been faithful over a few things, I will make thee ruler over many things; enter thou into the joy of thy Lord.' 'Enter thou into the joy of thy Lord' is synonymous with saying 'Come and enjoy life in San Diego.' So far as we are concerned your Congressional record will stand equalled by none, and the poor devil who follows you will, in language more truthful than elegant, have one hell of a time. You have set the standard and the pace—the former will probably never be reached again, and the latter so far exceeds the speed limit that it would appall a Marathon runner. I wish you not only all the good things that your heart can desire for the coming year but for all the years to follow. May your shadow never grow less. If there is anything in the world that is good and that I have omitted to wish you the fault is with my imagination and not with my heart—to all of which Alma concurs.

Sincerely your friend,

EUGENE DANEY."

"HELLER'S INC.
Wholesale and Retail
Money-saving cash stores,
San Diego, California.

March 23rd, 1920.

Hon. Wm. Kettner,
Com. on Naval Affairs,
Washington, D. C.

My dear Friend Kettner:

Upon reading your letter of March 15th, and the report of the Navy yard commission, I realized more than ever your personal standing with the members of the different committees in Washington. How do you do it? It is almost unbelievable that one person could accomplish all these things in the face of such a strong effort being made by our Los Angeles friends against us. If your health will permit it I hope that we can persuade you to continue this good work for years to come and would like to know what we can do to assist you in your personal business and relieve you of much of the detail work in Washington.

Our citizens can afford to furnish you an able man in Washington to relieve you of the minor things, then you could use your secretary on the larger matters which would take the strain from you, and you could look after the big things. This would give you a chance to preserve your health and have a little time for your own personal affairs.

You have set a pace in your work for this District that no man in this District, except yourself, can keep up with.

Los Angeles people assist their congressman and stay within the law and I believe that our people will do the same if they are given a chance.

Pardon me for taking your valuable time, but we need you.

Sincerely yours,

MATHIAS F. HELLER."

"Visalia Daily Times" May 22, 1920:

"High Compliment to Kettner.

Comparatively few men enjoy the experience of serving in a political capacity their home cities or districts for a considerable length of time and still retain the support and the favor and the good wishes of a large majority of their own bailiwicks even to such an extent that they find it difficult to retire from high office and one that many other men would do much to secure. But such is the case of a former Visalian, Congressman William Kettner, who has served the Eleventh California district in Congress four terms. In regard to Mr. Kettner, the San Diego Union, a staunch Republican newspaper (and Mr. Kettner is a Democrat) leads its editorial page with the following most commendatory words:

'It is with more than regret that the citizens of San Diego and the Eleventh Congressional district hear the announcement that William Kettner will decline a nomination for re-election. It would be unfair, however, to urge the office upon him—unfair, and in a considerable degree selfish; for the service that would be required of Mr. Kettner would demand a personal contribution on his part which his business cannot afford. Already he has sacrified more than ought to have been required on behalf of the welfare of the community, and further insistence by his fellow-citizens would savor somewhat of ingratitude for what he has accomplished for us.

'Our debt to William Kettner is larger than any we owe to any political influence working for the common good. Usually material results from political sources are favors bestowed by appropriations expended in partisan or personal interest—in the nature of reward rather than disbursement of public funds for the common weal. Throughout his term of office Mr. Kettner has asked no special favor of Congress; on the contrary, he has given more than he received. He was a profitable agent between the federal government and an opportunity of which the government was unaware or of which it was negligent. In any event, it was Mr. Kettner who hastened action that may have been contemplated but was in abeyance for any reason.

'The qualities that have contributed to the success of Mr. Kettner in his representative capacity are those which constitute the ideal of public spirit in citizenship. Honesty of purpose was the first requisite, and it was a realization of this purpose that induced Mr. Kettner to accept the high responsibility which his fellow-citizens desired to place upon him. He felt that as a citizen of San Diego and this section of Southern California he could aid in this way the progress and development of a region that for the time was not fairly in competition with communities offering inferior regions upon the favor bestowed by the government. He knew the value to all concerned that would accrue from wise and necessary development of resources and advantages already augmenting under the effort and enterprise of the community purpose. He formulated this purpose, and it was accepted upon its intrinsic merit. It was clearly a business prop-

osition for mutual profit, and Mr. Kettner was endowed with the peculiar ability to handle it.

'Fidelity to the public interest has been another of the qualities that have strengthened the prestige of Mr. Kettner as a representative. His colleagues in Congress were not slow to learn and appreciate the broad view of public affairs which characterized Mr. Kettner's outlook upon national questions and issues. Consequently he was always able to convince those with whom he labored of his disinterestedness, his fairness, his probity and his trustworthiness in every contingency and emergency. Shrewdly cognizant of the self-interest of other men he was always able to win to his own goal by direct means and the candor of an honest conscience sustained by an unwavering confidence in the rectitude of his proposition in every transaction.

'This is the Congressional record of William Kettner, and we, his fellow-citizens, are as proud of it as he has every right to be. He has served us faithfully and with the utmost ability. We regret for our own sake that we are deprived of his representative support; but we appreciate the urgency of his personal reasons for declining our request. We welcome him back, therefore, to the intimacy of our citizenship, assuring him of the universal gratitude we feel for the inestimable service he has rendered at so much personal cost.' "

Editorial page "The San Diego Sun", March 11, 1921:

(By W. H. P.)

"Washington, March 11.—We pay for congressmen $7500 the year, I understand, and probably that's all some of them are worth. Indeed, judging by the conduct of some would-be statesmen, of whom I chanced to learn, I should think that the wage scale for congressmen might be scaled down to advantage.

But the congressmen's union has fixed the scale at $7500 regardless of hours or results. Very often you hear some unrelenting employer utter a loud and raucous wail over the rule of certain labor unions which demand that all members of that craft shall be paid alike regardless of what they do.

'I'd like to know why we can't pay our workmen according to the amount of work they do?' You've heard this wail repeatedly, I'm sure.

Well, to such inquiring souls hereafter I'm going to reply with all the sarcasm I can command:

'The idea's a splendid one, let's make it applicable to congressmen as well as bricklayers!'

Under this arrangement the eleventh California district would be strictly up against it of course, but I guess we want to be fair do we not?

There is a certain northeastern district whose congressman answered nearly every roll call last session, but a 19 year old bank clerk would have been quite as valuable to his district and these United States. He should be paid accordingly.

Then there is Brudder Bill Kettner, of whose work I claim to know a very, very little. I think he would pull down about

$50,000 dollars net besides a six-cylinder car, a first-class chauffeur and two really good secretaries. That's about where you and I rate Bill.

I tried to follow him around for two or three days. It will take me three months to get back to normalcy. Bill says his blood pressure is high—I'll say it is—about 400 pounds per square inch. He said he was sort of laying off the past few days on my account, but from 8 o'clock A. M. till long after any decent citizen's bedtime Bill was hitting on all six and never missing a beat that I could hear.

It reminded me of an old cowboy song I learned in my pirate days: 'It's first to the ale house and then to the dance house.' etc.—you know how it went—not exactly Sunday school language some of it.

Well, with Bill 'It's first to the navy department and then to the interior department, and then to the Indian agent and then to the war department and then to the treasury department and then back to the navy and then to his office to quiet his worried secretary, viewing with alarm an ever increasing accumulation of mail.

'You see', said Bill's secretary to me today. 'I was educated for the law, and it is awfully hard for me to understand Mr. Kettner—he moves so fast while I am more deliberate.'

It's a delight to watch Bill in action if one is thoroughly rested beforehand, just as it is interesting to visit a factory in working hours. But I wouldn't undertake Bill Kettner's job of my own free will for any compensation I know anything about at the present moment.

A lot of folks back home realize that Bill is a tremendous 'result getter', but they wonder whether he is very 'well known' in Washington. The other day I presented myself at the door of the House Office building and asked the way to room 237.

Now the House Office building is about the size and shape of Point Loma from Mme Tingley's rest cure out to the Spanish light, and there are 475 Congressmen and innumerable stenographers, secretaries and attaches of one sort and another.

But what did that old veteran of a doorkeeper say when I call the magic number '237'?

He looked up and smiled and said: 'You want Bill Kettner I guess. Bill Kettner of San Diego,' he soliloquized while I swelled with pride, 'and', he added, 'Mr. Kettner has just come in—been over to the Navy department, I guess.'

I'm telling you, good people, that any man, whether his christian name be Bill or Napoleon, who can get that sort of attention out of a doorkeeper is something more than an insurance agent in the finest town out of doors—he's a wonder and you can lay to that, as 'Long John' Silver would say.

And now Bill has gone back home, or will have gone by the time this letter reaches you, just because he couldn't afford to stay in Washington, and everybody's feeling sorry and all that, but I want to tell you again and I don't know whether it will get across or not, because this is a pretty bum typewriter and a poor light—but I want to say that I'm just glad Bill is going to stay back home with us for a time because—

First: It will give us a chance to get acquainted with one of the finest men ever chopped out, and

Second: It will show the young men of San Diego that all this loose talk about congressmen making 'money on the side,' etc., doesn't apply to one congressman, and his name is BILL WILLIAM KETTNER.

Personally I don't think it applies very much, anyhow. I believe that the vast majority of congressmen are honest, high-minded men, not always particularly clever or particularly industrious, but honest and sincerely patriotic, and that's another reason why I'm glad I'm an American."

Editorial page "The San Diego Union", March 11, 1921:

"Kettner's Record.

WILLIAM KETTNER, who for eight years has represented the Eleventh district in Congress, returns to a constituency gratefully appreciative of all that he has accomplished on behalf of their special interests, and proud of the record he has made in the general legislation upon national affairs.

Seldom has any community the good fortune to procure a representative as thoroughly identified with the spirit, purpose, and material requirements of the whole people as this district has found in William Kettner. Elected nominally as a Democrat in the first instance, it was immediately apparent that his partisanship was entirely subordinate to his citizenship; and when he came forward a second time the only question in the minds of the voters irrespective of political predilection and affiliations was 'Has he served us faithfully?' They answered that question with a conclusive and satisfying affirmative at the polls, not once but thrice, and they would have answered again and again if Mr. Kettner had allowed his name to be used in the balloting.

San Diego has benefitted immeasurably through the exertions of Mr. Kettner. He has procured for this city and harbor due and legitimate recognition in the councils of the nation. This he has accomplished, not by political trading, collusion, and the intrigue common in legislative affairs; but by the orderly presentation of convincing evidence that this port is an essential and component accessory of the naval policy of the government. No doubt in the course of years this recognition would eventually have been accorded, probably under pressure of exterior necessity; the delay was obviated by the energetic action of Mr. Kettner, and San Diego may credit him with doing in this generation what might have been postponed into the next one.

So far as the establishment of a naval base at the extremity of the Pacific line of National defense is concerned, the intention is entirely logical in any naval policy that might be adopted. Bremerton, San Francisco and San Diego are the three salients of our western coast—three natural sites at convenient distances for every purpose. Yet in spite of this obvious relation of San Diego and its harbor to the general scheme of our naval activities in the Pacific, there were formidable obstacles to the accept-

ance of San Diego as one of the factors in the proposition. Rival interests representing other communities were busy; economical considerations were constantly urged by those whose constituencies were not immediately interested in the national policy; and there was always the laggard disposition of the departments and congress itself which counsels putting off until tomorrow what ought to done today. Against these impediments Mr. Kettner argued and maneuvered successfully, winning much by sheer personality and more by the clear logic of his propositions.

Whatever history may be written of San Diego in the future must contain a chapter of generous proportions based on what has been accomplished for San Diego by William Kettner as congressman."

Editorial in "The San Diego Sun", March 11, 1921:

"Welcome Home, Bill.

Bill Kettner is back home again, and being greeted by his hundreds of personal friends here. You may have heard of Bill. He's the fellow who has been down at Washington for some moons, putting San Diego on the map.

Bill has a pretty good looking map fixed up now, so he came home to get back in the harness of his own business again, and forget the cares of state.

Bill, while away, woke up Uncle Sam to the fact that he was overlooking the best spot for governmental activities on this coast, and while doing a good turn for the country, he did one for the town, too.

Bill is San Diego's first citizen, bar none, and he will continue to occupy this niche in the local hall of fame as long as he sticks around with us.

It doesn't do any harm, at all, to tell a fellow he has made good. It sounds better than the flowers look, when he can't see 'em, after he has departed this life. Most people save their bouquets until then.

We want to suggest that when you see Bill Kettner, whether you know him or not, stop him and shake his hand and tell him we're all for him. This is the least we can do to repay him for the sacrifiices of business and health he has made for us.

Howdy, Bill. Welcome Home!"

"Fred A. Britten
9th District of Illinois
House of Representatives U. S.
Washington, D. C.
March 7th, 1921.

Honorable William Kettner,
San Diego, Calif.,

My dear 'Bill':

I am in receipt of your newspaper clipping from San Diego, and also found several packages of sardines on my desk after

I returned to my office from a nine days' illness, being on my back with the 'flu' which left me in a weakened condition.

You dear old pal, you are always thinking of your friends and wondering how you can do something for them, and I am indeed sorry that it could not have been my pleasure to be around the office during the last week of the outgoing Administration, in order at least to see you again and to say good bye to you and your charming wife.

I will have to content myself with a letter for the time being and the hope that some day in the near future, I may have an opportunity to come to San Diego once more and there renew our very pleasant friendship of the past.

San Diego will miss you much on the Committee on Naval Affairs, but the Members of the Committee, who have been working with you during the past eight years, will miss you and your advice much more and I am wondering who can take your place as a Representative from the great State of California.

Mrs. Britten joins me in a world of good wishes to you both, as well as to our many mutual friends in San Diego.

Yours very cordially, FRED."

"COMMITTEE ON WAYS AND MEANS
House of Representatives,
Washington, D. C., March, 1921.

Hon. William Kettner,
San Diego, California.

Dear 'Bill':

The clipping from your home paper is received and I will say this that people back home do not appreciate you any more than those who will miss you in Washington. You some way have the happy faculty of making yourself a necessary part of the community where you are and Congress has too few of that kind of fellows. Most of us are self-centered and tied up with our own matters and fail to appreciate the things and people around us. You are not one of these, but have always had a happy, pleasant word and smile for the other fellow. It means a lot in life and our loss is the gain of your home people.

Just remember that we think of you and some time hope again to clasp the hand of a whole-souled fellow named 'Bill', either in San Diego or in some other good climate. With best wishes to the wife from Mrs. Frear and myself and with many happy remembrances, I am

Sincerely yours, JAMES A. FREAR."

"SAN DIEGO CHAMBER OF COMMERCE
Broadway and Second Street
San Diego, California
'The Harbor of Opportunity'

William Kettner, November 29, 1922.
334 Spreckels Bldg., San Diego, Calif.

My dear Billie:

I received your letter of November 27th, containing a final report of the Army and Navy Committee.

To Brother Bill Kettner.
With pleasant recollections of
three and a half years of work
together.
Roger Welles,
The first Commandant.

Permit me to tell you that the report is so good that you are appointed chairman of the committee again this year; and request is made of you to appoint your own committee. Please let me have the names of the people that you would like to have on the committee.

San Diego owes you a debt of thanks, as well as a debt of hundreds of dollars that you have put into the work yourself; they realize fully the time that you devote to this work, and the expense to yourself. Any community would be proud of a citizen like you; one who has a sincere interest in the future of the community in which he lives, and not only has the interest, but is willing to give up his time to improve the community itself. We are very fortunate that you have the heartfelt interest in the Army and Navy that you have, and are willing to give your very best to them. I know our Board of Directors feels exactly the same way, and I sincerely hope that you will be able to keep up the good work.

Very truly yours,

JAY GOULD."

"SAN DIEGO CHAMBER OF COMMERCE
Broadway and Second Street
San Diego, California
'The Harbor of Opportunity'

October 27, 1923.

Mr. William Kettner,
San Diego,
Calif.

My dear Billie:

I have recently learned of your intention to record in writing the interesting events that occurred during your term as Congressman of the United States. I will look forward with pleasure to the day when I may have the opportunity of reading one of the copies of your book.

The host of friends that you have made during your life will read with intense interest the record of your life as a Congressman. San Diegans, particularly, will enjoy the words which you set down in writing because of their association with the splendid achievement which you gained while representing our city.

The Government activities located in San Diego are in the main the result of, not alone your ability, initiative and tact, but as well, your imagination. It has been said that all men are very much alike, except those who have imagination and foresight. The people of San Diego are thankful to you that you could picture for them the dreams that could be made to come true on the shores of San Diego Bay, as well as within the confines of the city. It is only natural that you have gained their everlasting love and affection.

Sincerely yours,

EBG-R E. B. GOULD."

OUR RETURN HOME

After reading this record one well might ask why I should have decided to retire from Congressional life. I will admit frankly that I enjoyed it; I might say more, I loved it; but there are two kinds of Congressmen. One goes to Washington and is contented to watch things, live in the outskirts of the city and make the most of life. The other one is what might be termed a mixer. He meets all the members of the Senate and House, entertains and is entertained. He is one that accomplishes things for his people, but this costs money and he is unable to live on the salary he receives from the government.

I presume I would be classed in the latter group, as I spent a large sum for entertainment of members of official life in Washington as well as for people from my district who visited that city and wished to see the sights.

There is nothing more pathetic than the man who has been in Congress for a number of years, when he realizes that he has grown old, without having been able to save anything, and of course not laying the foundations of any business to which he could return when he was no longer needed. The insurance business of which I was half owner was paying me $66 a month, and I felt that it was my duty to my wife and to myself to return and establish a permanent income that would at least keep us self-respecting.

SILVER SET.

Shortly after my return from the Congress, the Chamber of Commerce of San Diego tendered me a reception at Balboa Park, which I shall never forget. At the conclusion Mrs. Kettner and I were presented with

a beautiful silver set with the following inscription engraved on the tray:

"Honorable and Mrs. William Kettner
an affectionate welcome home
and in appreciation of eight years untiring service in
The United States Congress
San Diego Chamber of Commerce
March 23rd, 1921."

"San Diego, March 23, 1921.

My dear Mr. and Mrs. Kettner:

It would be a great pleasure for me to join with others this evening at the reception in your honor, but preparations for leaving town tomorrow are preventing me.

I beg to send this word of congratulation and welcome to you both. Your fine public service in Washington deserves a great tribute, from the citizens of San Diego, and you may feel assured that their expressions of appreciation and gratitude are very sincere.

Mrs. Marston, who is now in Berkeley, where I am also going for a few days, would join with me in this greeting if she were here.

Trusting that your home staying will be most happy and prosperous, believe me,

Most cordially yours,

George W. Marston."

Speeches Presenting Silver Service to William and Marion Kettner.

Senator Leroy Wright:

"We have very little formal exercises tonight, but brother Bledsoe of the Federal Court is going to say a few words and then we are going to have a presentation to which we will all be delighted to listen.

I know you are very happy tonight and you would be much happier if you could give expression to what is in your hearts. It is a great triumph for Bill Kettner and this entire district. It has come, in my opinion, when he has reached the greatest peak in his life.

When a man can go away and take the bumps of public life and then return to private citizenship with a smile on his face, and a hearty welcome from every one of his constituents, I think it should be the happiest hour of any man's life.

I now take pleasure in presenting to you, Judge Bledsoe of the Federal ourt of this District who will speak for the constituency outside of the City of San Diego, and if he should say a word for the people of San Diego—that is all right."

Judge Benjamin F. Bledsoe:

"The Senator was very frank in his statement that I would speak for a few minutes and then you would hear something you would really enjoy. It reminds me of a chairman who said to the speaker of the evening—'Shall I introduce you now or shall I let them enjoy themselves a little longer?'

But what I say will be short and to the point.

Next to Bill Kettner I am the best friend San Diego ever had. For two reasons:

I am now serving you by relieving you of some undesirable citizens, through the Court, but more than that because I was the best friend of the city some years ago.

In the summer of 1912 when William Kettner came to San Bernardino to ask me to run for the Congress, I said to him—I will not run, but Bill you will HAVE to run. I leave it to you if I did not confer the greatest benefit this city has ever had conferred upon it, by urging him to run for Congress.

I shall always associate the name of Bill with Kettner and the name of Kettner with Bill,—the bill that you owe to Bill Kettner for what he has done for this city and which you can never repay. The good things that have come to San Diego as a result of his going to Congress are so numerous we cannot count them. I have seen him in action back there; I have campaigned with him and heard him talk. He says he is not much of a campaigner when it comes to speeches, but I say he is a mighty good campaigner when it comes to votes. I have seen him in Washington attending your business and I have never seen him shirk or soldier on the job.

Stand any where on the high places of your city and you will be able to see the evidences of Bill Kettner's unswerving, intensive, insistent, loyal support of the people back home. You have but to look down over our bay to see what Bill Kettner has done for you and your city.

I want to say this of him. He is one man that I know of who has gone from California and every man in Washington he has met is his friend and every one he has left here and come back to is his friend.

The French have a very wise and witty saying, my friend Judge Daney knows and if he were not here, and not such a good French scholar I would attempt to deliver it in the original, but as he is here I will not attempt to say it in French. It is to the effect that where a man has done anything whether it is good, bad or otherwise, to look for the woman.

While we sing praises to Bill Kettner I want to tell you that the one who has served to make it possible by her serving along with him, and her devotion to him and to your interests, and her ever-present attendance there when she was needed for the furtherance of your interests and her own contribution to Bill's great fund of good sense is Mrs. Bill Kettner. In his presence I say that I love her for what she is and what she has done for this district through him. I believe in giving a word of praise to our friends while they are present and in the mood to enjoy it and appreciate it. From the bottom of my heart, with all my integrity of manhood, I say—Bill Kettner has served California

better than any individual has ever served her in the Halls of Congress."

Senator Wright:

"I now take pleasure in presenting to you Mr. Carl Heilbron.

Mr. Carl Heilbron:

"Friends and Neighbors. Bill and Marion.

I have the pleasant privilege given me of expressing for myself and many friends present here tonight, and the many thousands who would like to have been here tonight, in my feeble way what I feel is in the hearts of all who have the pleasure of knowing Bill Kettner and his charming wife Marion.

We are here to express to Mrs. and Mr. Kettner our appreciation of the eight years of hard, devoted, loving, efficient and steadfast service he has rendered the people of this Congressional district, but more particularly the people of dear old San Diego that Bill loves so well.

I wish that I could express the words that are welling up in our hearts here, that sincere love and affection,—that deep regard, that gratitude which we hold for him and Mrs Kettner.

Judge Bledsoe has told you of the feeling of the people outside of San Diego and San Diego County. Perhaps you are not aware that Bill Kettner stands just as high in the northern and western parts of his district as he does here, and when Judge Bledsoe told you that in his opinion Bill Kettner had rendered the most marked service of any man who had gone from California to the Halls of Congress, I am sure you all know he speaks the truth.

Bill has made a wonderful record for himself back in Washington and commanded the respect and esteem of everyone with whom he came in contact. It was my pleasure to visit him before he had been back there six months. He was better known in Washington in those six months than many others who had been there for six, eight, and ten years. Half a block away men of high standing would hail him as —'Bill.' I know of actual knowledge that Bill Kettner won the high regard and esteem of all. Why! Congressmen, Senators, and Members of the Cabinet, Navy officers and others were friends of Bill Kettner; every one was glad to give him a helping hand and help to put the things through that he was putting through for San Diego.

The mark of a great man is his modesty. And his is the modesty of a man who has stood in the Rotary Club, the Chamber of Commerce; the Ad Club and other places and given the credit to others. We have heard him say that the credit was due to the Chamber of Commerce, to that man, or this man, with never a word about himself. We listened, but deep down in our hearts we knew to whom the credit was due. And here tonight we acknowledge that to you and to you alone is credit due for the things that have come to San Diego for the last eight years. I don't want you to think for a minute that I wish to belittle the efforts of our splendid Chamber of Commerce or our city, but without Bill Kettner back in Washington, San Diego would look much as it did eight years ago.

And, as Judge Bledsoe said—if you want to see the fruits

of his capable work, they are apparent everywhere in San Diego, and you can look on the length and breadth of our Bay and there you can see what Bill Kettner means to San Diego, and then you will understand when we say we love him. We mean it.

Bill and Marion, these good people, out of the depths of their hearts; out of that sincere and high regard which they have, and feel, and will continue to feel, are here tonight to tender a little token of their high regard. We don't want you to accept it as a reward for services rendered,—for the value of your services to this city could not be measured—it is just an evidence that we do hold a real love and regard for you and for Mrs. Kettner, which is given expression here tonight and is in the heart and mind of every man, woman and child in San Diego and San Diego county.

We love Bill Kettner we love Marion Kettner—and we wish them all the happiness that can come to them all the rest of their lives and we hope we may have the pleasure of having them with us many, many long years so we can show them that our regard is deep and everlasting."

Mr. Heilbron turned to the silver service, which Mr. Kettner gathered up in his arms. Senator Wright said—"He wants to show it to you good people." Mr. Kettner remained motionless, with tears in his eyes.

William Kettner:

"Friends:

Seneca, the Roman said 'In viewing the gift we should also look at the giver.' A modern writer says that we like the gift if we prize the giver. I think there is no one here tonight but knows I prize the giver, and I am also speaking for my good wife.

I only hope and pray that the Good Lord in his wisdom will give us both strength and foresight to continue our work for the city and the people that we love. We have not stopped. As I stated to my friend, Senator Wright, we have no children and our happiness is in serving, and if we are given health I know we will prove to you, or we will at least try to show our appreciation for what you have always done to hold up our hands, to help us, to assist us.

I cannot say much tonight. My friend Carl always takes me off my feet, and linked with good friend Judge Bledsoe's remarks, it is a little too much for us, but we will prove by our actions how we feel. That is all—unless the little girl wants to say a word of thanks to our friends."

Marion Kettner:

"Friends:

This is a little embarrassing to me. I don't make speeches in public.

(Mr. Kettner—'Mrs. Kettner always tells me what to say and do and I do it.')

I am like the tail of the comet. I am the little trail of light that goes on behind. Really, there is nothing to thank me for, as I have just done my duty to the best of my ability. That is all.

We feel now that we are under obligation to San Diego, and will try to repay that debt by doing the thing we love to do, and that is to work for San Diego."

CONCLUSION

The reader may think that I am trying to take undue credit for the different activities started in my district. I want to assure him I am not. For all the things accomplished during my eight years in the Congress I want to give credit:

To my good wife, Mrs. Marion Kettner.

To the different Chambers of Commerce in my district, who have backed me up so strongly. I have had the honor and pleasure of serving in some form myself, mostly as a director, for our own San Diego Chamber of Commerce since 1908, and I cannot give too much credit to the following men, presidents of the San Diego Chamber of Commerce, under whom I have served and who, without doubt, have done a large share of the work of making San Diego the city it is today:

1908 D. C. Collier.
1909 G. A. Davidson.
1910 George Burnham.
1911 John F. Forward, Jr.
1912 F. C. Spalding.
1913 F. J. Lea.
1914 Rufus Choate.
1915 Carl H. Heilbron.
1916 John S. Akerman.
1917 W. S. Dorland.
1918-19 Melville Klauber.
1920 A. P. Johnson, Jr.
1921-22 E. B. Gould, Jr.

To my secretaries, in which I have been very fortunate. My correspondence at one time during the war

averaged close to 100 letters a day and even now I meet people everywhere who thank me for the prompt answers and service rendered to them wherever it was possible while I was their servant.

To my good friends, who gave of their time and thought to look after my personal interests at home. Among these I give prominent place to Mr. Mat F. Heller.

To the newspapers who have supported me throughout my political career and given publicity to public matters at crucial times.

To my California colleagues in Congress, both Senators and Representatives.

To the committees and individuals who have provided the hospitality and entertainment that is mentioned so often in letters inserted in this record. Can one wonder that I love my people.

To my 260-odd postmasters I want to extend a word of thanks for their loyalty to the government. Out of that large number one would naturally expect that there might be some trouble, but their records were good and I am proud of every one of them. A great many have become my warm, intimate friends.

"Post Office Department
First Assistant Postmaster General
Washington

Hon. William Kettner, July 30, 1915.
San Diego, California.

Dear Mr. Kettner:

I have just returned to my office and hasten to write you this note. Never in my life have I had a more pleasant trip than the one which I have just completed, and one of the best spots in the journey is the very courteous and considerate treatment which you gave to me and Mr. Baker.

I saw your District as I could not otherwise have seen it and have a clearer conception of the problems with which the postal service must deal, and I hope that I shall thereby be more effective in cooperating with you in maintaining the present high degree of efficiency which I believe the service has already reached in your section of California. The condition of the quarters and the character of postmasters in your Congressional District impressed me

most favorably. You evidently took extreme care to select your men and those whom I saw are responding splendidly to the recommendations which you gave to the Department concerning them.

If one's happiness is measured in this world by the happiness he puts into it—and this is my conviction—you should be a mighty happy man. It was most pleasing to me, but by no means surprising, to observe the marked confidence which your people throughout the District have in you, and I am sure that you will continue to grow in their esteem as they know you more intimately.

Again thanking you for the many courtesies and looking forward to seeing you and Mrs. Kettner next winter, I am, with kindest regards,

Sincerely yours,

(Signed) DANIEL C. ROPER."

In conclusion I wish to repeat the old saying in Washington, that "he who serves his people loyally and conscientiously and expects a reward while he is living will die of a broken heart."

I am very happy indeed to say that these words are not applicable to me. My people—as I have always termed them—have treated me and mine so well and generously that I have nothing but thanks and good wishes for them. I wish to assure them that I am receiving rewards for my work every day.

No one can accomplish anything by himself. My people have always given me their heartiest support and what little I have been able to do has been through the co-operation received from them.

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